

Registration Date:	25-Nov-2022	Application No:	P/01223/047
Officer:	Christian Morrone	Ward:	Langley Kedermister
Applicant:	Robin Lomas, Excellare Ltd.	Application Type:	Major
		13 Week Date:	
Agent:	Michael Gilbert, Mike Gilbert Planning Ltd. 62, Broadmarsh Lane, Freeland, Witney, OX29 8QR		
Location:	Langley Grammar School, Reddington Drive, Slough, Slough, SL3 7QS		
Proposal:	Construction of 14no flats with associated landscaping and parking following the demolition of former caretakers dwelling and garage.		

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



1.0 **SUMMARY OF RECOMMENDATION**

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

A) For approval subject to:-

1. the satisfactory completion of a legal agreement to secure
  - a) £3,000 financial contribution towards a Traffic Regulation Order for additional parking restrictions on Reddington Drive and restrictions/signage for the proposed loading bay on Reddington Drive;
  - b) An area of wildflower meadow for net gains in biodiversity to be retained in consultation with our legal team.
2. agreement of the pre-commencement conditions with the applicant/agent; finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 25<sup>th</sup> October 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is a full planning application for:

- Demolition of the existing caretakers dwelling and clearance of some trees
- Construction of a three storey detached building comprising 14 residential flats at a mix of 8 x 1 bed; 5 x 2 bed flats; and 1 x 3 bed flats
- Vehicular and pedestrian access via Redington Drive
- 20 car parking spaces
- Landscaping and tree planting

2.2 The site was previously used as the school caretaker's dwelling. However, following an application to the Secretary of State, a consent for disposal has been granted.

### 3.0 **Application Site**

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

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

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

### 4.0 **Relevant Site History**

4.1 No planning history available for the application site.

The following at the neighbouring Langley Grammar School is relevant:

P/01223/045 Construction of 13no flats with associated landscaping and parking following the demolition of former caretakers dwelling and garage  
Refused; Informatives; 24-Aug-2022

Refused for the following reasons:

1. The proposed development does not consist of family housing as defined by the Core Strategy within a suburban area and would result in the net loss of family accommodation. The proposal would therefore fail to comply with Core Policy 4 of the Core Strategy and the requirements of the National Planning Policy Framework 2021.

2. Insufficient information has been provided to demonstrate how surface water would be effectively drained from the site in accordance with the published standards by the government and the local planning authority. Therefore, the site and adjoining land would be at risk of surface water flooding. The proposal would fail to comply with Core Policy 8 of the Core Strategy, the standards set out within the Council's Flood Risk and Surface Water Drainage Planning guidance January 2016, the Government's Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015, and the requirements of the National Planning Policy Framework 2021.
3. By virtue of its siting, layout, design, scale, height and positioning, the proposal would appear overly dominant in the Reddington Drive streetscene which would cause harm to the character of the area and would not be in-keeping with the existing landscaped appearance of the site or the pattern of development in the area. The adverse impacts identified are symptomatic of the proposals being an inappropriate over-development of the site which the Local Plan policy indicates should be refused planning permission. The proposal would therefore fail to comply with Policy EN1 and EN3 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework 2021.
4. The application has not demonstrated the proposal would create a safe and suitable access and layout which minimises conflicts between traffic and pedestrians. It is considered the proposed vehicular crossover access is not sited in an appropriate position to facilitate the level of resulting traffic generation forecast to be created by the development. In addition, there is an absence of space for a safe pedestrian route from the public footway through the vehicle access, car park and into the buildings and insufficient detail in relation to corner radii, visibility splays, and swept paths to demonstrate vehicles can enter and leave in a forward gear. By virtue of the insufficient onsite parking provision, the proposal would increase on street parking demand in the area where on-street parking already appears to be operating at an over-capacity level, leading to vehicles parking in dangerous locations. The proposal would therefore result in an unacceptable impact on highway safety and would fail to comply with Core Policy 7 of the Core Strategy, Local Plan Policy T2, and the requirements National Planning Policy Framework 2021.
5. Insufficient information has been provided to make a detailed assessment of the impacts on biodiversity as a result of the development. The proposal would therefore fail to comply with Core Policy 7 of the Core Strategy, and the requirements of the National Planning Policy Framework.
6. By virtue of four of the proposed two bedroom flats being served by small balconies which are accessed through a bedroom, and no proposed

external amenity space for a one bedroom flat, the proposal would not provide an appropriate level of external amenity space, and therefore would not result in a high standard of amenity for all future users. The application would therefore fail to comply with Local Plan Policy H14, Core Policy 4 of the Core Strategy, and the requirements of the National Planning Policy Framework.

7. Insufficient information has been submitted to determine the level of overshadowing caused as a result of the development. Therefore, in absence of this detail, by virtue of its siting, height, width, and positioning, the proposal would likely overshadow the neighbouring flats on the opposite side of Reddington Drive and result in the loss of sunlight to these properties. No sunlight study has been carried out to measure the loss of sunlight and therefore the extent of the loss of sunlight cannot be assessed. The proposed development has therefore failed to demonstrate compliance with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2021.

P/01223/036 Demolition of existing school block, phased construction of a replacement two-storey block and three storey block, with amended parking and landscaping. Temporary construction of 1x2 storey admin block, 1x single storey dining/teaching block and site offices during construction.  
Approved with Conditions; Informatives; 21-Dec-2018  
**[Implemented]**

## 5.0 **Neighbour Notification**

- 5.1 Due to the development being a major application, in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), site notices were displayed outside the site on 05/12/2022. The application was advertised in the 09/12/2022 edition of The Slough Express.

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

- Site is not suitable for flats.

[Officer Note: the above issue is addressed with the 'land use' & S-supply of housing' section of the Planning Assessment part of this report].

- The traffic congestion is already a huge issue.
- The lack of parking for residents is already a huge issue.

[Officer Note: the above issues are addressed with the 'Highways and Parking' section of the Planning Assessment part of this report].

- Increase in crime.

[Officer Note: the above issue is addressed with the 'Crime Prevention' section of the Planning Assessment part of this report].

- There are a huge amount of wildlife living in that area.

[Officer Note: the above issue is addressed with the 'Impact on biodiversity and ecology' section of the Planning Assessment part of this report].

- Which doctors would these people use.
- Insufficient capacity at the local doctors surgery.
- Concerns in securing infrastructure.

[Officer Note: the above issues are addressed with the 'Infrastructure' section of the Planning Assessment part of this report].

- Something educational and for the community should be done instead.
- No thought for the local community.

[Officer Note: the above issues are addressed with the 'Neighbour Representations' section of the Planning Assessment part of this report].

The consultation period has expired.

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

## 6.0 **Consultations**

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

Vehicle Access:

SBC Highways and Transport have no objection to the proposed site access junction. Suitable visibility splays of 2.4m x 25m from the proposed site access have been demonstrated on HJV Drawing No. P1115-02 titled '*Swept Path Analysis – Large Car*', dated January 2023). The visibility splay is in accordance with Manual for Streets requirements for a 20mph speed limit. Collision data does not show any collisions have occurred in close proximity to the proposed site access.

Swept path analysis has been provided which demonstrates that a 4.88m long range rover can ingress/egress the proposed site and that there is suitable turning space for the vehicle to ingress/egress each parking space on site.

SBC require the completion of a Stage 1 Road Safety Audit of the proposed access junction and delivery bay prior to the commencement of construction on site. The audit will need to be completed by an Independent Road Safety Auditor approved by SBC and the RSA Audit Brief agreed in advance.

Section 106 Contribution:

A section 106 contribution of £3,000 is required towards a TRO for additional parking restrictions on Reddington Drive and restrictions/signage for the proposed loading bay on Reddington Drive.

Trip Generation:

SBC Highways and Transport do not object to the application on traffic generation grounds. The site is unlikely to cause a noticeable increase in queues on the surrounding road network.

The Transport Statement submitted forecasts 3 additional two-way trips during the AM Peak Hour and 3 two-way trips during the PM Peak Hour; with 27 trips forecast over the course of a 12-hour day.

SBC Highways and Transport do not accept the TRICS survey data used to make this calculation is comparable; however even if the survey data were corrected the site would be unlikely to have a severe impact on the capacity of the surrounding road network.

The NPPF advises planning applications may only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Access by Sustainable Travel Modes:

The proposed site is located 450m (5 minutes' walk) from Trelawney Avenue Shopping Parade, 1100m (14 minutes' walk) from Langley Shopping Parade, 1500m (19 minutes' walk) from Langley Railway Station. Langley College is 1100m (14 minutes' walk) from the site.

The nearest bus stops are Trelawney Avenue Library Bus Stops which are 270m (3 minutes' walk) from the site. The Number 7 bus stops twice per hour offering a service to Langley Harrow Market, Heathrow Central Bus Station, Slough Town Centre and Britwell.

A zebra crossing is present 65m west of the site which will allow residents to cross Reddington Drive and walk towards the bus stops and shopping parade on Trelawney Avenue.

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

Car Parking:

SBC Highways and Transport have no objection to the proposed number of car parking spaces. 20 car parking spaces measuring 2.4m x 4.8m are proposed on site.

The 20 car parking spaces proposed are a shortfall of 0.5 spaces compared to the 20.5 Car Parking spaces required by the Slough Borough Council Parking Standards as presented in the table below:

<b>Slough Parking Standards (Predominantly Residential Area)</b>		
<b>Dwelling Type</b>	<b>Car Spaces per Dwelling</b>	<b>Car Parking Spaces</b>
1-Bedroom Dwelling (x8)	1.25	10
2-Bedroom Dwelling (x5)	1.75	8.75
3-Bedroom Dwelling (x1)	1.75	1.75
<b>Total Car Parking Spaces</b>		<b>20</b>

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

SBC are willing to accept 20 car parking spaces on the basis that 2 spaces can be provided for the 3-bedroom dwelling. A Car Parking Management Plan will be required to ensure that any unused car parking spaces could be reassigned to flats which need an additional parking space.

SBC Highways and Transport would have no objection due to the number of car parking spaces proposed.

Electric Vehicle Parking:

The applicant has confirmed that an EV Charger will be provided for each of the proposed 14 flats. SBC are satisfied with the proposed number of EV Charging Points.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of EV Charging Points for new dwellings with allocated parking. The National Planning Policy Framework Paragraph 112 requires applications for development to: *'Be designed to enable charging of plug-in and other ultra-*

*low emission vehicles in safe, accessible, and convenient locations*'. In addition, updated UK Building Regulations came into effect on 15<sup>th</sup> June 2022 which require the provision of an Electric Vehicle Charging Point for each new dwelling.

#### Cycle Parking:

SBC are satisfied with the proposed cycle parking at the proposed development. 15 secure cycle parking spaces are displayed within secure cycle stores on the proposed site plan.

The Slough Developers' Guide – Part 3: Highways and Transport (2008) requires the provision of 1 secure and covered cycle parking space per dwelling to encourage the uptake of cycling within the borough. The Slough Developer's Guide requires the provision of short-stay visitor cycle parking for flatted developments of 10 dwellings or more.

#### Deliveries, Servicing and Refuse Collection:

A dedicated loading bay is proposed on the site frontage as requested by SBC Highways and Transport during preapplication discussions. The provision of a loading bay is required to prevent online delivery vans stopping on Reddington Drive and blocking the free flow of traffic along Reddington Drive.

The applicant will be required to enter into a Section 278 agreement with SBC in order to construct the proposed loading bay.

Swept path analysis has been provided which shows that the delivery bay can accommodate a large Ford Transit (2019) measuring 6.76m long and a larger van 8.1m long and weighing 17 tonnes.

Parking restrictions and signage forbidding use by other vehicles will be provided a Traffic Regulation Order which will be funded by Section 106 contribution from the developer.

#### Summary and Conclusions:

I can confirm that I have no objection to the proposed development on highways and transport grounds. I would recommend use of the planning conditions/informatives listed below; should planning approval be granted.

#### Recommended Conditions relating to:

- Vehicle Access
- Visibility
- Redundant Access
- Gates

- Electric Vehicle Parking
- Cycle Parking
- Construction Management Plan
- Bin Storage

6.2 Thames Water:

No comments received; however, no objections subject to informatives was received on the previous application (ref. P/01223/045)

6.3 Neighbourhood Protection:

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

6.4 Lead Local Flood Authority:

Based on the additional information received, there is sufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.

We consider that if the following planning conditions are included as set out below, the impacts of surface water drainage will have been adequately addressed at this stage. Without these conditions, the proposed development on this site may pose an unacceptable risk of flooding.

6.5 Education Authority

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

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 National Planning Policy Framework 2021:

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

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

The Slough Local Development Framework, Core Strategy 2006 – 2026,

### Development Plan Document, December 2008

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

### The Adopted Local Plan for Slough 2004 (Saved Polices)

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

### Other Relevant Documents/Guidance

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

### Slough Local Development Plan and the NPPF

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

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

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2021, the Local Planning Authority can not demonstrate a Five Year Land Supply. Therefore, when applying

Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law.

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

- Limited
- Moderate
- Considerable
- Substantial

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

## 7.2 Emerging Preferred Spatial Strategy for the Local Plan for Slough

The emerging Preferred Spatial Strategy has been developed using guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

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

## 7.3 The planning considerations for this proposal are:

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

## 8.0 **Planning history and differences with previous proposal**

8.1 The planning history is a material consideration. The previous planning application (ref. P/01223/045) for the construction of 13 residential flats was refused on 24 August 2022 for the reason set out in 4.0 of this report. This application seeks to address the reasons for refusal by providing an alternative layout with a complete re-design of the building, together with a comprehensive landscaping strategy.

8.2 The proposal is substantially different to the previous application. The proposal is assessed against the relative planning policies and other material planning considerations.

## 9.0 **Land Use**

9.1 The site is located within a suburban area of Slough and accommodates a two storey dwelling with front and rear gardens and off street parking. Part of the application site to the western side of the residential curtilage is undeveloped land and forms part of the land owned by Langley Grammar School. The site is not allocated for development within the current Local Development Plan or the Emerging Spatial Strategy. The site is therefore regarded as a windfall site.

9.2 Core Policy 1 of the Core Strategy requires all development to take place within the built-up area, predominantly on previously developed land. The site is located within a built-up area, however part of the site to west and the residential garden for the school house are not previously developed land.

9.3 Paragraph 71 of the National Planning Policy Framework states that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area. There are no specific development policies which resist inappropriate development of residential gardens as a result of larger scale redevelopment. In addition, the undeveloped land to the western side does not fall within any specific designations to retain it as undeveloped land or any other use. However, Development Plan Policies are in place to ensure the undeveloped parts of the site can be appropriately developed and this is assessed further in the report within the relevant sections.

9.4 There are no development plan policies in place to resist a residential use of the land and no requirement to retain this land for the adjacent school. Paragraph 69 of the National Planning Policy Framework states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area. To promote the development of a good mix of sites, local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits

of using suitable sites within existing settlements for homes.

9.5 Based on the above, the proposal for a residential land use on this windfall site would result in an acceptable use of the land in principle.

10.0 **Supply of housing**

10.1 Core Policy 3 (Housing Distribution) sets out the housing requirement for Slough as it was in 2008. This states that:

‘A minimum of 6,250 new dwellings will be provided in Slough between 2006 and 2026’.

10.2 This requirement has been superseded by a much higher requirement of 847 homes per annum equating to approx. 16,000 homes (in Slough) by 2040 as calculated using the Housing Delivery Test (2021). As a result, this is the housing target that the application should be considered against rather than the Core Strategy target which is out-of-date.

10.3 The Local Planning Authority cannot demonstrate a Five Year Land Supply. As such, the policies in the Adopted Development Plan which relate to housing supply are out of date. In accordance with Paragraph 11 of the National Planning Policy Framework (inc. footnote 8), the most important policies for determining the application are out-of-date. While an assessment based on the relevant development plan policies and development plan as a whole will be carried out, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits (tilted in favour of housing), when assessed against the policies in the Framework taken as a whole.

10.4 The proposal for 14 residential units would make a small contribution to the supply of housing, which could be built out relatively quickly. Given that that the tilted balance is engaged, this contribution would in principle attract positive weight in the planning balance.

10.5 *Type and mix of housing:*

Core Policy 1 and Core Policy 4 requires high-density housing to be located in Slough town centre. Core Policy 4 details that within the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure. Within existing suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive suburban character and identity of the area.

10.6 Core Policy 4 also requires no net loss of family accommodation as a result of

flat conversions, changes of use or redevelopment.

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

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Market</b>	5	19	57	20

- 10.8 As the Local Planning Authority cannot demonstrate five year supply of deliverable housing sites, the above requirements of Core Policy 1 and 4 are out of date and therefore attract limited weight.
- 10.9 The site is located within a suburban area where Core Policy 4 states there will only be limited infilling which will consist of family houses. Therefore, there is a conflict in this regard as the policy implies that flatted type housing is not the preferred or required type of housing within urban or suburban areas outside of the town centre. The proposal would also result in the loss of a three bedroom house (which could support a family) and which represents a further conflict with Core Policy 4. However, due consideration is given to the fact the dwelling was tied to the school and did not provide family housing to the wider community. As such, the development does not result in the loss of an existing family dwelling thereby minimising the conflict with Core Policy 4.
- 10.10 The proposal would include 8 x 1 bed; 5 x 2 bed flats; and 1 x 3 bed flats which will provide accommodation to respond to the demand for smaller units in the Borough. There are flatted blocks at a similar density to the proposed development within the area so the proposed flatted accommodation is consistent with the character of the area and would respond to the need for this type of housing within Slough. The proposal does not provide family housing and so the most pressing housing need will not be addressed by the proposed development.
- 10.11 The type and mix of housing would conflict with the requirements in Core Policies 1 and 4 which promote predominantly family housing in this type of location. However, limited weight is applied to the conflict with policy. This is because the policies are out of date given the Local Planning Authority cannot demonstrate five year supply of deliverable housing sites. In addition, the loss of the family house on the site was tied to the school and did not provide family housing to the wider community.
- 10.12 In having regard to the provision of new housing, the proposal would provide 14 flats at a mix of 8 x 1 bed; 5 x 2 bed flats; and 1 x 3 bed flats which would contribute towards meeting the Council's housing targets. The loss of a three

bedroom school house would be permitted in this instance given the building was caretakers accommodation. The development would make a modest positive contribution to the housing supply within Slough. Accordingly moderate positive weight is afforded in the planning balance.

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

- 11.1 Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require development to be of a high standard of design which respects, is compatible with and/or improves and the character and appearance of the surrounding area. Chapter 12 of the National Planning Policy Framework states “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”.
- 11.2 Policy EN3 of the Adopted Local Plan for Slough requires comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees, or other features such as watercourses, which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme.
- 11.3 Local Plan Policy OSC8 sets out that development which would result in the loss of green spaces (private or public) will not be permitted unless the amenity value of the green space can be largely retained and enhanced through development of part of the site.
- 11.4 The application site comprises a residential curtilage containing single detached dwelling, garage to the side, and a large amount of garden space with overgrown shrubbery and trees. To the western side of the residential curtilage is an area undeveloped land containing overgrown shrubbery. A group of trees line the highway boundary with Reddington Drive and provide a pleasant feature in the streetscene. Two large mature trees appear to have been recently felled and would have interfered with the proposed development.
- 11.5 The application proposes to demolish the existing detached two storey house and detached garage and construct a three storey building to accommodate 14no. flats, along with hardstanding, landscaping and garden areas, access, a delivery bay, and 20 car parking spaces. The existing group of trees lining the highway boundary along with all of the five existing mature trees and the majority of grass / scrub within the site would be removed to make way for the proposed development.
- 11.6 The proposed building would front Reddington Drive and take up a large proportion of the site. The proposed building at its closest point would be positioned approximately 5.5 metres from the highway boundary with Reddington Drive. The western half of the building would then step back providing approximately 6.8 metres from the highway boundary with

Reddington Drive.

- 11.7 Grassed amenity areas are proposed to the western side and part of the southern rear elevation. Further pockets of grass / planting, hedging and trees are proposed throughout. Block paving is proposed to the vehicular access (eastern end of the frontage) and parking spaces which are partly located within the undercroft in the eastern part of the ground floor. A delivery bay is proposed to the western end of the frontage.
- 11.8 The height and form of the proposed building is similar to the existing flats on the opposite side of Reddington Drive. The predominant building line of the proposal would be positioned closer to highway compared to the existing flats on the opposite side of Reddington Drive. This siting of the proposed building contributed to a reason for refusal for the previous proposal which was sited approximately 2.3 metres (min) from the highway boundary. Compared to the refused scheme, the proposed increase in distance from the highway. However, it would now be set back from the streetscene by a distance ample (approximately 5.9 metres (min)) enough to prevent an overly dominant visual impact within the street.
- 11.9 The appearance of the elevations varies from the neighbouring flats which are red brick at ground floor and white render to the upper floors. The proposal would comprise red brick elevations, larger windows, and a ground floor undercroft. The detailing in the elevations include a mix of stacked and stretcher bond brickwork, chamfered reveals, and projecting brick header panels to the side of the window openings. The roof slope would be set behind a stone fascia which conceals the gutter work and down pipes. The resulting building results in a clean and modern appearance with additional architectural qualities that enhance the overall design. The development also reflects the height and form of the existing flats on the opposite side of Reddington Drive.
- 11.10 It is noted the existing site is well landscaped, containing five mature trees within the site and a group of mature trees lining the highway boundary with Reddington Drive. The site also contains relatively large areas of overgrown shrubbery and grass surrounding the dwelling on the site. The site would be cleared in its entirety to make for the proposed development.
- 11.11 Two mature lime trees appear to have been recently felled and would have interfered with the proposed development. These trees previously had a positive amenity value to the site and surrounding area. However, they were not protected by way of a TPO and therefore there was no mechanism to prevent their loss.
- 11.12 The submitted Arboricultural Report states that the trees to be lost are 'Category C' trees which are considered to be either / or - trees which are; low quality, limited merit, low landscape benefits, of limited life span, and / or young trees with a trunk less than 150mm. The submitted Arboricultural

Report asserts that as a result of the trees falling within 'Category C', the trees to be lost should not be considered a significant constraint on the proposed development.

- 11.13 The category of the trees are acknowledged, however, it should be noted that cumulatively they do provide the site with well landscaped character which form a positive feature in this immediate part of Reddington Drive. The Council's landscape advisor has previously recommended the trees are not worthy of Tree Preservation Orders.
- 11.14 New landscaping would include grassed amenity areas to the western side and part of the southern rear elevation. Fourteen new trees are proposed which include eight trees along the frontage and the remaining trees along the southern rear and eastern side boundaries. Hedging is also proposed along the boundaries of the site. Wildflower planting to the western side of site. The remaining areas would comprise block paving to the parking areas and delivery bay at the front of the site.
- 11.15 While there would be an increase in the number of trees planted within the site, the areas of soft landscaping and trees fronting the site would be reduced due to the introduction of the built form and hard landscaping areas. In having regard to Local Plan Policy EN3 (Landscaping), the proposed replacement landscaping scheme is comprehensive and would provide an appropriate screening affect when considering the established character of the surrounding area. The variety of trees, hedges, grass, planting, and block paving would soften the proposed development. In addition, as noted in ecology section below, the proposed landscaping provides opportunities for creating new wildlife habitats.
- 11.16 However, there are some conflicts with EN3 as the existing trees fronting the street are not incorporated into the scheme, which combined with the net loss in soft landscaping, results in loss of landscape value in the streetscene. This results in some conflict with Local Plan Policy EN3 which also extends to Local Plan Policy EN1(j) (relationship to mature trees). However, in having regard to the category of the trees that would be lost, the considerable replacements, and the comprehensive landscaping strategy, the proposal on balance is considered to comply with Plan Policy EN3
- 11.17 In regard to Local Plan Policy OSC8, the proposal would result in the partial loss of part of existing undeveloped green space to the western side of the residential curtilage. The proposed wildflower planting to the western side of the proposed development is not considered sufficient to retain or enhance the amenity value. As such the proposal is considered to conflict with elements of Local Plan Policy OSC8. While OSC8 is an up-to-date policy, it is not one of the more important policies in determining the application. This is because the area of green space is relatively small, and its visual amenity value is limited to within the vicinity of the site. Accordingly, limited weight is allocated to this policy.

11.18 In having full regard to character and appearance of the area and Local Plan Policy EN1 and Core Policy 8, it has been assessed above that the proposal is appropriate in its siting, scale, form and appearance. It is acknowledged the proposal would result in the loss of landscape and green space visual amenity value in the streetscene, however the built form would appropriately reflect the existing flats within streetscene and the local distinctiveness of the vernacular character of the area. Some landscaping and tree planting is introduced to appropriately screen and soften the proposed development. On balance the proposal is considered to be visually compatible with the character and appearance of the surrounding area and would comply with Local Plan Policy EN1 and Core Policy 8.

12.0 **Impact on amenity of neighbouring occupiers**

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

12.2 The closest residential properties are the existing flats on the opposite side of Reddington Drive. At its closest point to these neighbouring flats, the proposal would be sited approximately 16 metres from the front gardens, and approximately 23 metres from the balconies and 24.5 metres from the front windows serving habitable rooms in these neighbouring flats. It is acknowledged there would be some views towards these neighbouring properties from the proposed windows which serve habitable rooms and balconies. However, these separation distances would mean that the much of the existing privacy these neighbouring occupiers experience would be retained and there would be no unacceptable loss of privacy. In addition, due the separation distances, the proposal would not result in an unacceptable overbearing impact or loss of outlook, these neighbouring occupiers.

12.3 The application has been submitted with a Daylight and Sunlight Report which analyses the resulting daylight and sunlight to existing windows within the flats on the opposite site of the highway at 106 – 146 Reddington Drive. The report uses the guidance contained within the BRE Digest 209.

12.4 To assess loss of daylight to existing buildings, the submitted report calculates the vertical sky component (VSC) at the centre of the southern facing windows at ground floor at 106 – 146 Reddington Drive. The BRE sets out two guidelines for the vertical sky component:

1. If the VSC at the centre of the existing window exceeds 27% with the new development in place, then enough skylight should still be reaching the existing window.
2. If the VSC with the new development is both less than 27% and less than 0.8 times its former value, then the area lit by the window is likely

to appear more gloomy and electric lighting will be needed for more of the time.

- 12.5 For sunlight to internal areas, the BRE recommends that in existing dwellings, sunlight should be checked for all main living rooms, and conservatories, if they have a window facing within 90° of due south. If the centre of the window can receive more than one quarter of annual probable sunlight hours (APSH), including at least 5% of annual probable sunlight hours in the winter months between 21st September and 21st March, then the room should still receive enough sunlight. Any reduction in sunlight access below this level should be kept to a minimum. If the window already receives less than this and the sunlight is reduced to less than 0.8 times its current value, occupants will notice the loss of sunlight. If the overall annual loss is more than 4% of annual probable sunlight hours, the room would appear colder, less cheerful and less pleasant.
- 12.6 The report concludes while there would be some reduction in the existing values at ground floor, however such reductions would still fall within the BRE Guidelines and are therefore within acceptable tolerances. As the windows at ground floor represent worst case, officers are satisfied the windows in the upper floors would also comply with the BRE Guidelines.
- 12.7 The BRE Guidelines also provide guidance on the distribution of light within existing buildings. In this case it is not deemed necessary to carry out such an assessment given the clear compliance with the vertical sky component and the considerable separation distances.
- 12.8 An overshadowing study has also been undertaken in relation to the external amenity areas serving the neighbouring flats on the norther side of the highway at 106 – 146 Reddington Drive. In accordance with the BRE guidance, over 50% of these amenity areas continue to experience 2 hours of sunlight on March 21<sup>st</sup>. In addition, they retain 99.84% of their former sunlight value which exceeds the BRE Guideline recommendation of 80%.
- 12.9 Based on the above, the daylight and sunlight impacts to neighbouring property would be acceptable.
- 12.10 The proposal would result in an increase in comings and goings, however, for a scheme of 14 dwellings with 20 parking spaces it would not be to a degree that would raise concerns in terms of unacceptable noise and disturbance.
- 12.11 Based on the above, the proposal would result in an acceptable impact on neighbour amenity and would comply with Core Policy 8 of the Core Strategy Local Plan Policy EN1 and the National Planning Policy Framework 2021.
- 13.0 **Living conditions for future occupiers of the development**
- 13.1 The National Planning Policy Framework states that planning should create

places with a high standard of amenity for existing and future users.

13.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

13.3 Local Plan Policy H14 seeks an appropriate level of external amenity space while having regard to:

- a) the type and size of dwelling and type of household likely to occupy dwelling;
- b) quality of proposed amenity space in terms of area, depth, orientation, privacy, attractiveness, usefulness and accessibility;
- c) character of surrounding area in terms of size and type of amenity space for existing dwellings;
- d) proximity to existing public open space and play facilities; and
- e) provision and size of balconies.

13.4 *Access:*

Access into the building would be gained at the front via Reddington Drive. A secondary entrance is proposed within the undercroft to serve residents who have parked their vehicle. These entrance points provide access to a single communal stairwell and lift. Considering the number of residential units proposed, the access points would appropriately distribute residents and visitors past an appropriate number of residential units and therefore minimise likely disturbance for future occupiers.

13.5 *Internal space standards*

The gross internal areas and bedrooms would comply with the Nationally Described Space Standards.

13.6 *Outlook, Daylight and Sunlight*

The layouts of the flats are such that all principle habitable rooms would be served by windows that provide good outlook, and appropriate levels of daylight and sunlight given their orientation. It is noted the southern rear elevation would be sited approximately 13 metres from the neighbouring school hall which measures approximately 5.9 metres in height to the eaves and 9 metres to the top of the gable.

13.7 A daylight and sunlight report has been submitted which uses the guidance contained within the new BRE Guidelines. For daylight, Method 2 set out in BS EN 17037 (now contained in the BRE Guidelines 2022) is used. This requires the following lux levels to at least 50% of the assessment area for at least 50% of available daylight hour:

Room Type	Target Illuminance (lux)
Bedroom	100
Living Room	150
Kitchen	200

The daylight and sunlight report has confirmed the above targets would be fully met. As such the proposal is considered to be served by a suitable amount of daylight.

- 13.8 For sunlight, the BS EN 17037 method measures the amount of sunlight hours a window may receive on 21st March, and provides the following recommendations:

Level of recommendation for exposure to sunlight	Sunlight exposure (hours)
Minimum	1,5 h
Medium	3,0 h
High	4,0 h

The daylight and sunlight report has confirmed the windows serving flats 1,5,6,7 would receive at least 1.5h on 21st March. The minimum standard is therefore achieved and the flats would receive the minimum appropriate level of sunlight.

- 13.9 Based on the above, the internal areas would be provided appropriate levels of daylight and sunlight.

- 13.10 *Noise:*

The proposed development is located close to school grounds and the highway, and therefore there could be some significant noise impact for the future occupiers. If the proposal were to be acceptable a noise report could be secured by condition.

- 13.11 *External amenity space:*

No onsite communal amenity space is proposed. Given the close proximity of the public open space at Kedermister Park, this is considered to be acceptable due to the size of the development, mix of units, and subject to provision of appropriate private space which is assessed below.

- 13.12 Each of the proposed flats on the upper floors would be served by an appropriately sized balcony accessed via the main living areas. The two flats on the ground floor (1 x 3 bed and 1 x 2 bed) would each include a private garden area measuring 100sqm and 86sqm respectively which are considered large for flatted dwellings.

- 13.13 As noted above, the southern rear garden area serves the 3 bed flat and would be located close to the neighbouring school hall. The gable part of this school hall would breach a 25 degree horizontal line (taken from a point 2 metres above ground level). As such there would be some overshadowing cast on the rear garden area serving the three bedroom flat at ground floor. This may not provide at least two hours of sunlight on 21st March over at least half of the area (as required by the BRE Guidelines). However, the size of the area is very large for a flat dwelling and therefore on this basis is acceptable.
- 13.14 Based on the above, the proposals are considered to result in a high standard of amenity for all future users and would comply with Local Plan Policy H14, Core Policy 4 of the Core Strategy, and the requirements of the National Planning Policy Framework.
- 14.0 **Crime Prevention**
- 14.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Core Policy 12 of the Core Strategy requires development to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.
- 14.2 The National Planning Policy Framework requires developments to be safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 14.3 Access into the building would be gained at the front via Reddington Drive. A secondary entrance is proposed within the undercroft to serve residents who have parked their vehicle. This would provide an appropriate level of natural surveillance.
- 14.4 The side and rear of the building would be secured with 1.8 metre high fencing and a rapid action roller shutter door at the front of the undercroft. Entrance doors would be secure. Cycle storage would comprise an integral store at ground floor as would the store. Specific details of the secure doors (including the roller shutter) would be required by condition. Given the size of the development, an internal security strategy would not be required.
- 14.5 Bollard lighting is proposed to each side entrance path at Reddington Drive, within the delivery bay, and along the southern and western boundaries. Wall mounted lighting is proposed to each side of the undercroft entrance and above the main entrance and cycle store entrance in the front elevation. This is an appropriate level of lighting.
- 14.6 A third party objection has been received which comments the proposal would result in an increase in crime. The proposal would meet the planning requirements for reducing the potential for criminal activity. As such no

objections is made on these grounds.

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

15.0 **Highways and Parking**

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

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

15.3 Local Plan Policy T2 requires the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the Integrated Transport Strategy. The Integrated Transport Strategy (Local Transport Plan) requires the application of the Local Development Framework parking standards to limit parking at new developments. Part 3 of the Developer's Guide SPD sets out the parking standards to be applied throughout the Borough.

15.4 *Trip Generation*

15.5 The submitted Transport Statement has estimated the site would generate a total of 27 trips per 12 hour day. During the AM peak hour (08.00-09.00) 3 trips are estimated, and during the PM peak hour (17.00-18.00) 3 trips are estimated. The local highway authority does not consider this to be an accurate representation. It is acknowledged that during the school run, the traffic in the area considerably increases and can cause some congestion. However, the local highway authority has advised the increase in traffic resulting from the proposed development would be negligible and would not lead to severe impacts on the surrounding road network.

15.6 *Access*

The proposed vehicular access to the site would comprise new junction into the surface level parking spaces and two smaller junctions to provide an in and out for the delivery bay at the front of the site. The Local Highway Authority consider these to be appropriate but require a Stage 1 Road Safety Audit as part of the Section 278 Agreement. However, prior to any permission

being granted the Road Safety Audit Brief will need to be agreed with Officers.

- 15.7 Vehicles stopping outside of the site would likely cause an unacceptable impact on highway safety. The Local Highway Authority have requested a section 106 contribution of £3,000. This is required towards a Traffic Regulation Order for additional restrictions on Reddington Drive and restrictions/signage for the proposed loading bay on Reddington Drive. The applicant has accepted this requested and it will form part of the Section 106.
- 15.8 *Car parking:*
- 15.9 The site is located within a predominantly residential area. In accordance with part 3 of the Developers Guide, 20.5 parking spaces (communal) would be required. The application proposes 20no.parking spaces meaning there would be a shortfall of 0.5 parking spaces.
- 15.10 It is acknowledged the surrounding roads are not currently subject to parking controls and experience high levels of on-street parking associated with the existing residential dwellings and Langley Grammar School. During the site visit, the planning officer witnessed a degree of parking stress; of particular note was pavement parking on the opposite Reddington Drive by the application site. however the proposed parking provision is broadly in line with the guidelines set out in the Developer's Guide. A shortfall of half a parking space is considered to be acceptable by the Local Highway Authority. The financial contribution for the Traffic Regulation Order to prevent unsafe parking outside the site is noted.
- 15.11 In accordance with The Low Emission Strategy 1 x charging point per dwelling (where parking is allocated) or 1 charging point per 10 spaces (where parking is unallocated) is required. 5 x EV charging bays are proposed which is an appropriate amount. It is noted the developer has agreed to 14 spaces which along with details of a passive provision for the remaining spaces can be secured by condition.
- 15.12 *Cycle parking:*
- 15.13 Cycle storage would comprise 15 spaces across two integral secure stores within the ground floor of the building. This includes six secure lockers. An additional Sheffield stand is located at the front for visitors. Details appropriately secure doors can be secured by condition. The proposed cycle parking would be acceptable.
- 15.14 *Refuse and recycling Collection:*
- Refuse and recycling storage would comprise an integral secure store within the ground floor of the building. No quantum of bin storage is proposed however planning officers are satisfied the quantum and internal access

required by the Developers Guide can be achieved. The bin drag distances comply with the required distances set out in the Developers Guide.

15.15 Summary:

Based on the above, the proposal would have an acceptable impact on the highway network and highway safety and would comply with Core Policy 7 of the Core Strategy, Local Plan Policy T2, and the requirements National Planning Policy Framework 2021.

16.0 **Surface water drainage**

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

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

16.3 The application has been submitted with an outline drainage strategy. Following a request for further information, the Lead Local Flood Authority has recommended drainage scheme is acceptable in principle and recommended conditions for a detailed design, maintenance, and verification reports. These can be secured by condition.

16.4 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy, the standards set out within the Council's Flood Risk and Surface Water Drainage Planning guidance January 2016, the Government's Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015, and the requirements of the National Planning Policy Framework.

17.0 **Affordable Housing**

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

18.0 **Infrastructure:**

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

18.1 *Education:*

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

18.2 *Open Space / Recreation*

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

18.3 Having regard to the relatively small size of the development, its type and mix of housing and complaint onsite external amenity, financial contributions would be not required towards Open Space / Recreation.

18.4 *Healthcare provision:*

Core Policy 10 includes 'health' as part of its requirement for sufficient infrastructure provision. However, there is no further information in the Core Strategy or associated SPDs to identify any projects or tariffs.

18.5 The Council is currently working on its locality strategy for healthcare provisions and as such, is not currently able to identify any additional major projects which development could contribute towards. The strategy for the locality which will set out the provision for new GP/healthcare provisions will provide an evidence base to inform the wider emerging Local Plan process which will ensure that the planned growth in housing will be catered for by the provision of services.

18.6 There are healthcare facilities within the vicinity of the application site, notably Langley Health Centre and The Orchard Surgery. The provision of 14 new residential flats at the mix proposed are not anticipated to result in a significant demand for additional healthcare facilities which will be material in terms of the existing services.

18.7 *Transport:*

As noted within the highways section, The Local Highway Authority have requested a financial contribution of £3,000 towards a Traffic Regulation Order for additional parking restrictions on Reddington Drive and restrictions/signage for the proposed loading bay on Reddington Drive. This can be secured via a legal agreement.

18.8 Based on the above, the proposal would not require obligations in terms of education, open space / recreation, or health. The transport obligation can be secured by the legal agreement.

19.0 **Impact on biodiversity and ecology**

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

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

19.3 The application has been submitted with an Extended Phase 1 Habitat Survey, Initial Bat Survey and Preliminary Bat Roost Assessment. The dwelling on the site is vacant. No bats or evidence of bats were found during the survey. The external brickwork was found to be solid and intact, and no gaps were noted between the brickwork and the boxed eaves. A gap between roof tiles was noted close to the chimney stack. This was covered by dense cobwebs internally, indicating that bats have not been using the feature to access the loft space. Furthermore, the ecology report recommends the dwelling is not suitable for hibernation it is unlikely to maintain the constantly cool and humid conditions which are required by overwintering bats and would have a low potential to offer shelter to roosting bats.

19.4 The detached garage was found to be in fully intact with no gaps in its external fabric and is assessed as having negligible potential to offer shelter to roosting bats. The remaining features within the site have a negligible potential to host roosting bats and the ecology report recommends these buildings can be removed with minimal risk of harm to bats. No further bat surveys are recommended as they are not considered necessary, however careful work practices are recommended which can be secured by condition.

19.5 The Ecology Report has found that much of the habitats on the site are considered to be of limited ecological value by being common, widespread. While no nesting birds would be found on / within the structures, the trees and denser shrubs may be used by nesting birds during the breeding season. No evidence of other species was noted. The habitats on the site are not considered to be suitable for reptiles or dormice. Precautionary measures

during the construction phase are proposed.

- 19.6 It is noted the advice within received within this ecology report differs somewhat to the previous advice within the ecology report submitted with the previously refused application. For example, previously the ecology report recommends that further survey(s) are required to confirm if the dwelling hosts a bat roost. Within the curtilage the previous report advised there is some limited potential that these areas are used by reptiles and common species of amphibians (such as common toad).
- 19.7 The applicant's ecologist has submitted a letter to explain the differences in opinions. In relation to no longer requiring a follow up but survey the Ecologist confirmed 'the building had been heavily vandalised (internally) since the survey in January 2022 and the internal spaces are not considered to be suitable for bats, due to this damage'.
- 19.8 In relation to the potential habitats within curtilage survey the Ecologist clarified 'my professional opinion is that the habitat suitability is so low, that it is in fact negligible. The site is surrounded by unsuitable habitats for reptiles and amphibians, and there are no ponds located within a 500m radius of the site. There is no obvious habitat connectivity between the site and suitable habitats, and the gardens of the site were (until recently) maintained and thus, unlikely to have provided any habitat to reptiles and amphibians'. Notwithstanding this, it is noted the precautionary approach to the clearance of the site is completely in line with the recommendations within the previous report.
- 19.9 In terms of net gains, the applicant has used the DEFRA Biodiversity Metric. This has confirmed that there would be a 14.67% net gain in biodiversity. This has been achieved through the provision of hedgerow planting, tree planting, and a 250 sqm wildflower meadow adjacent to the site, within the school grounds. While this is not in the application site, it is sited in land which is in the same ownership as the application site (Langley Grammar School). Therefore, this can be secured as a Grampian condition. In addition, if advised by our legal team, this can also be secured within a legal agreement to ensure the area of wildflower meadow which is outside the application site redline is retained in the event of sale.
- 19.10 In terms of other enhancements, one bat box and at least two bird boxes are proposed which can be secured by condition.
- 19.11 The proposal falls outside the Burnham Beeches 5.6 km development impact zone of influence. As such no mitigation is required in this regard.
- 19.12 Based on the above, the proposal would therefore fail to comply with Core Policy 9 of the Core Strategy, and the requirements of the National Planning Policy Framework. The net gains in biodiversity result in a benefit amounting to limited positive weight being applied to the planning balance.

## 20.0 **Other Matters**

20.1 The design and access statement explains that Langley Grammar School intend to dispose of the site to raise additional funding needed to improve the school's facilities to provide an enhanced gymnasium primarily for additional PE and dance space.

20.2 This would provide some wider benefits arising from the proposal. However, these benefits would not be secured as part of any planning permission and therefore no positive weight is applied in the planning balance.

## 21.0 **Neighbour Representations**

21.1 Officers have carefully read and considered the third party representation. The material planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment.

21.2 The representation has objected on the basis something educational and for the community should be done instead and that no thought has been given to the local community.

21.3 The application is required to be assessed on the submitted scheme.

## 22.0 **Equalities Considerations**

22.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

22.2 Access from the public footway up to the building is considered safe or suitable for all users. Two of the 20 parking spaces would be wheelchair accessible served by EV charging points. Lifts are proposed within the building to the upper floors.

22.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This could be secured by condition should the scheme be acceptable.

22.4 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

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

23.1 *Compliance with the local development plan:*

The report identifies that the proposal complies with all of the most up to date and important relevant saved policies in the Local Plan and Core Strategy. There is a conflict with Core Policies 1 and 4 due to the loss of a three bed house which could accommodate a family and the proposed accommodation not delivering on the preferred type of housing needed in the area. As the Local Planning Authority cannot demonstrate five year supply of deliverable housing sites, such requirements of Core Policy 1 and 4 are out of date and therefore attract limited weight.

23.2 The also report identifies the proposal would conflict with Local Plan Policy OSC8, due to the partial loss of part of existing undeveloped green space to the western side of the residential curtilage. While OSC8 is an up-to-date policy, it is not one of the more important policies in determining the application. This is because the area of green space is relatively small, and its visual amenity value is limited to within the vicinity of the site. It is noted that the development as a whole would have an acceptable impact on the character and appearance of the area. This policy attracts limited weight.

23.3 The proposal would comply with the remaining development plan policies, which are predominantly the most important policies for determining the application. On balance, the proposal would comply with the development plan as whole.

23.4 *Paragraph 11 d) of the National Planning Policy Framework:*

The application has been evaluated against the Development Plan, the NPPF and other relevant material planning considerations. The Authority has

assessed the application against the planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local Planning Authority cannot demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 d of the National Planning Policy Framework 2021 and refined in case law should be applied.

23.5 This means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole and tilted in favour of the supply of housing:

23.6 Adverse impacts

The report identifies the proposal would not preserve or enhance part of existing undeveloped green space (unallocated) to the western side of the residential curtilage. However, on balance the proposal is considered to be visually compatible with the character and appearance of the surrounding area. As such this does not amount to an adverse impact.

The type and mix of the proposed housing and loss of a school family house would conflict with Core Policy 1 and 4. This is not considered to result in an adverse impact but does temper the benefits of the proposal.

Based on the above, there are no adverse impacts.

23.7 Benefits:

- The proposal for 14 residential flats at a mix of 8 x 1 bed; 5 x 2 bed flats; and 1 x 3 bed flats, would make a modest contribution to the supply of housing. Given that the tilted balance is engaged, and when regard is given to the loss of a school family house, this contribution amounts to a moderate benefit attracting moderate positive weight in the planning balance.
- The net gains in biodiversity amount to a limited benefit attracting limited positive weight in the planning balance.
- The economic benefits from the construction and occupation phases would attract limited positive weight in the planning balance.

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

23.8 Subject to securing the legal agreement and agreeing conditions, there are no adverse impacts that would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole and tilted in favour of the supply of housing.

23.9 Based on the proposal would result in sustainable development. It is recommended the application be delegated to the Planning Manager as set in the recommendation below.

23.10 In addition, the application has addressed the previous reasons for refusal set out in P/01223/045.

24.0 **PART C: RECOMMENDATION**

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

A) For approval subject to:-

1. the satisfactory completion of a legal agreement to secure
  - a) £3,000 financial contribution towards a Traffic Regulation Order for additional parking restrictions on Reddington Drive and restrictions/signage for the proposed loading bay on Reddington Drive;
  - b) An area of wildflower meadow for net gains in biodiversity to be retained in consultation with our legal team.
2. agreement of the pre-commencement conditions with the applicant/agent; finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 25<sup>th</sup> October 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

25.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

1. Commence within three years

The development hereby permitted shall be commenced within three years of 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. Drawing Numbers

The development hereby permitted shall be carried out in accordance with the following approved plans:

- a) Drawing No. 22-237-P001; Dated 18/10/2022; Rec'd 09/11/2022
- b) Drawing No. 22-237-P004; Dated 18/10/2022; Rec'd 09/11/2022
- c) Drawing No. 22-237-P005 Rev B; Dated 23/01/2023; Rec'd 27/01/2023
- d) Drawing No. 22-237-P006; Dated 18/10/2022; Rec'd 09/11/2022
- e) Drawing No. 22-237-P007; Dated 18/10/2022; Rec'd 09/11/2022
- f) Drawing No. 22-237-P011; Dated 18/10/2022; Rec'd 09/11/2022
- g) Drawing No. 22-237-P014; Dated 18/10/2022; Rec'd 09/11/2022
- h) Drawing No. 22-237-P015 Rev A, Dated 23/01/2023; Rec'd 27/01/2023

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. Approved plans for the access of development

Access to the development shall be carried out in accordance with the approved plans and shall be completed prior to first use of the development hereby approved,

REASON To ensure that the site is developed in accordance with the principles of the submitted application and to ensure that the proposed development does not prejudice the safety and function of the highway network in accordance with Core Policy 7 of the Core Strategy, and the requirements of the National Planning Policy Framework.

### 4. Surface Water Drainage

Before any above ground works commence a detailed design of surface water drainage scheme for the site pursuant to the submitted flood risk assessment and based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

- i) Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures
- ii) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations which will include a 10% allowance for urban creep.
- iii) Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
- iv) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.
- v) Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

REASON: To reduce the risk of flooding both on and off site in accordance with Core Policy 8 of the Core Strategy Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of National Planning Policy Framework

## 5. Drainage maintenance

No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter.

Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.

The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.

A site plan including access points, maintenance access easements and outfalls.

Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site.

Details of expected design life of all assets with a schedule of when

replacement assets may be required.

REASON: To reduce the risk of flooding both on and off site in accordance with Core Policy 8 of the Core Strategy Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of National Planning Policy Framework

## 6. Drainage Verification Report

No Occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, Ref P/00463/018(014) Flood Risk Assessment has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority

The report shall include:

- a) Any departure from the agreed design is keeping with the approved principles
- b) Any As-Built Drawings and accompanying photos
- c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
- d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- e) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

REASON To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of National Planning Policy Framework

## 7. Ecology

The development hereby approved including the demolition and construction phase shall be carried out in accordance with the Recommendations set out in Section 6 of the Preliminary Ecological Appraisal by Windrush Ecology ; Dated 06/10/2022.

REASON: In the interests of the preservation of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of

8. Construction Traffic Management Plan

Prior to the commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

1. A site set up plan displaying vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Construction vehicles and to comply with Euro VI Emissions Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.
4. Extent of construction hoardings / fencing and details of security arrangements on site.
5. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
6. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
7. Details of dust control measures and wheel washing facilities to be provided on site.
8. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location:  
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>.

The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to vehicular traffic and pedestrian highway users in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework

9. Working Method Statement

No demolition or development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of

construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (vi) construction working hours

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

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

#### 10. Submission of additional landscaping details

Prior to the commencement of the development hereby approved, the following landscaping details shall be submitted to and approved in writing by the Local Planning Authority. This shall be pursuant to Drawing No. 22-237-P015 Rev A, Dated 23/01/2023; Rec'd 27/01/2023 and shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- i. Root protection details:
  - a) tree pit design
  - b) underground modular systems
  - c) Construction in Root Protection Areas (RPAs) in accordance with good practice
- ii. The planting details for the wildflower meadow as proposed in red hatched area in ordinance survey plan at 1:500 scale, dated 12/03/2006, rec'd 27/02/2023.
- iii. Specifications for operations associated with plant establishment and maintenance that are compliant with best practice.

The submitted details shall be implemented in accordance with landscaping requirements set out in Condition 11.

The approved wildflower meadow details shall be carried out no later than the first planting season following completion of the development. 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.

The wildflower meadow shall thereafter be permanently retained for the stated purposes of net gains in biodiversity.

REASON In the interests of the visual amenity of the area and to achieve net gains in biodiversity in accordance with Core Policy 8 and 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

#### 11. Landscaping scheme.

The landscaping scheme / net gains in biodiversity as approved by to Drawing No. 22-237-P015 Rev A, Dated 23/01/2023; Rec'd 27/01/2023, and as required by further details set out in Condition 10 shall be carried out no later than the first planting season following completion of the development. 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.

The landscaping scheme shall thereafter be permanently retained for the stated purposes of net gains in biodiversity.

REASON In the interests of the visual amenity of the area and to provide net gains in biodiversity in accordance with Core Policy 8 and 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

#### 12. Tree Protection

Prior to the commencement of any demolition or construction works hereby approved, tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

- i. Specific issues to be dealt with in the TPP and AMS:
- ii. Location and installation of services/ utilities/ drainage.

- iii. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- iv. Details of any development within the RPA or that may impact on the retained trees, including details of the no-dig specification where necessary and other root mitigation. Details shall include relevant sections through them.
- v. A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- vi. A specification for scaffolding and ground protection within tree protection zones.
- vii. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- viii. Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- ix. Methodology and detailed assessment of root pruning
- x. Arboricultural supervision and inspection by a suitably qualified tree specialist
- xi. Methods to improve the rooting environment for retained and proposed trees and landscaping.

The approved measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework (2021).

### 13. Details of Materials

Prior to any development above the ground floor specification and appearance details the external materials on the building and hardscaping areas (in accordance with the approved plans and drainage strategy) shall be submitted and approved in writing by the Local Planning Authority. The development shall thereafter 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, with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

#### 14. Detailing

Prior to any development above the ground floor slab, large scale drawings of the brickwork detailing in the elevations of the building pursuant to the approved plans shall be submitted and approved in writing by the Local Planning Authority. The details shall include:

- Stacked bond brickwork panels,
- Projecting brick header panels
- Chamfered reveals
- Stone header above windows, fascia and coping

The development shall thereafter 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, with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

#### 15. Ecology

Prior to any development above the ground floor slab, details of one bat box and one bird box in accordance with the Recommendations set out in Section 6 of the Preliminary Ecological Appraisal by Windrush Ecology ; Dated 06/10/2022 shall be submitted and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the details approved, prior to first occupation of the development and shall be retained at all times in the future.

REASON: In the interests of the enhancement of natural habitats and safeguarding protected species in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2021.

#### 16. Photovoltaic panels / solar panels

Prior to first occupation, details any photovoltaic panels or solar panels, detailed plans and elevations of the panels on the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the details approved, with the panels fitted prior to first occupation of the building.

REASON To ensure the development would have acceptable impacts on the character and appearance of the area, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

#### 17. Landscape management plan

No part development hereby approved shall be occupied until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved plans, and should include time scale for the implementation. The proposed development shall be carried out in accordance with the approved details and the management plan will be operational for the lifetime of the development.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2021.

#### 18. Boundary treatment

Prior to the first occupation of the development hereby approved, details of the proposed boundary treatment including position, external appearance, height, materials, shall be submitted to and approved by the Local Planning Authority.

The approved boundary treatment shall be fully installed in accordance with the approved details prior to the first occupation of the development and retained at all times in the future.

REASON To prevent for the future occupiers of the approved development would have acceptable impacts on the character and appearance of the area, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2021.

#### 19. Privacy screening

Prior to the first occupation of the development hereby approved, details

of the privacy screening to each side of the balconies at each end of the building measuring 1.8 metres in height from the floor level of the balconies shall be submitted and approved in writing by the Local Planning Authority.

The privacy screening shall be installed in accordance with the approved details prior to the first occupation of the development hereby approved and retained as such at all times in the future.

REASON To prevent the sterilization of neighboring land and to have acceptable impacts on the character and appearance of the area, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2021.

## 20. Physical security

Prior to the first occupation of the development hereby approved, details of the secure doors entrance to the doors into the building at LPS 1175 Issue 8 2018 B3 or equivalent and doors to the cycle store, bin store, and roller shutter to the parking area at PAS 24:2016, or equivalent shall be submitted and approved in writing by the Local Planning Authority.

The approved details shall be installed prior to the first occupation of the development hereby approved and retained as such and in good working order at all times in the future.

REASON: To provide adequate physical security to in the interest of crime prevention, in accordance Local Plan Policy EN5.

## 21. Visibility

No part of the development shall be occupied until the visibility splays 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, in accordance Core Policy 7 of the Core Strategy.

## 22. External Site Lighting

No part of the development hereby permitted shall be occupied until a lighting spillage scheme has been submitted to and approved in writing by

the Local Planning Authority for the external site lighting as shown on the approved plans. The scheme shall include including details of the lighting units, shielding to prevent glare on the highway, hours of use, and vertical and horizontal illuminance levels including on neighbouring land in accordance with the Institute of Lighting Professionals Guidance Note 1 for the reduction of obtrusive light 2021.

The development shall be carried out in full accordance with the approved details prior to first occupation and shall be retained as such at all times in the future. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework .

### 23. Removal of permitted development to create new dwellings

Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 2015 (as amended) (or any order revoking and re-enacting that Order), Schedule 2, Part 20, Classes ZA, A, AD, no extensions to the dwelling(s) to create extensions or new dwellinghouses shall take place without the express permission from Local Planning Authority through a full planning application.

REASON The height of the development is in scale with the neighbouring properties and an increase in height would need to be carefully considered to ensure it would be acceptable in terms of the character and appearance of the area in accordance with Policy EN1 of The Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2021

### 24. Electric Vehicle Charging

Prior to the commencement of any development hereby approved, details of the 14 active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase), together with underground ducting and cable provision to provide a passive supply for the remaining car parking spaces shall be submitted to and approved in writing by the local planning authority.

The approved details shall be fully installed and the active charging points shall be fully operational prior to the first occupation of the development and be retained in good working order at all times in the future.

REASON: to provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework 2021.

#### 25. Car Parking

The parking spaces and maneuvering areas as shown on the approved Drawing No. 22-237-P011; Dated 18/10/2022; Rec'd 17/01/2023 shall be fully completed and made available for residents upon first occupation of the development, and retained for this purpose at all times in the future.

REASON: In order to ensure that safe and usable access into the site and parking spaces in accordance with Core Policy 7 of the Local Development Framework Core Strategy, Policy T2 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

#### 26. Bin Storage

No part of the development shall be occupied until bin storage has been provided in accordance with the approved plans and standards set out in the Slough Developers Guide and retained at all times in the future.

REASON: To ensure that adequate refuse storage is provided to serve the development in accordance with Core Policy 7 of the Core Strategy.

#### 27. Cycle parking

A total of 7 x secure lockers and 5 x Sheffield stands shall be included within cycle parking spaces as shown on the approved plans.

The cycle parking and storage shall be fully installed and be fully operational prior to the first occupation of the development and be retained in good working order at all times in the future.

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 Core Policy 7 of the Core Strategy.

#### 28. Gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems, other than those shown on the approved plans which shall be maintained and retained in perpetuity; shall be

installed without first obtaining permission in writing from the Local Planning Authority.

REASON: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the development, in accordance Core Policy 7 of the Core Strategy.

**Process:**

1. It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

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

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

2. Thames Water:

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

Management of surface water from new developments should follow

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

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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

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

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

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the

point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.