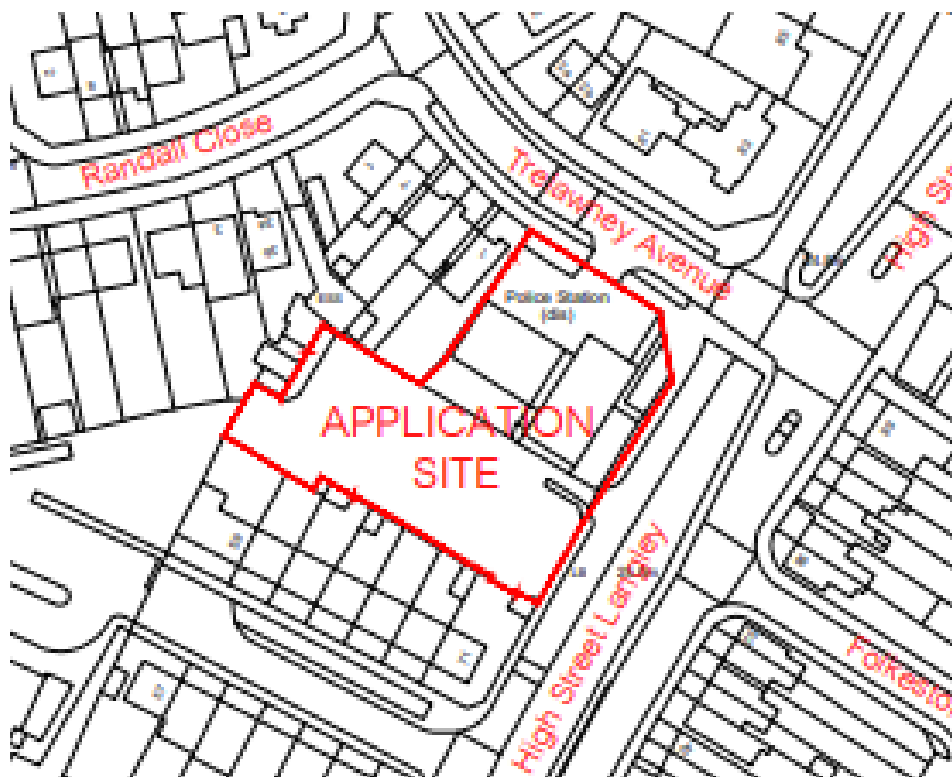


Registration Date:	25-Apr-2024	Application No:	P/08979/003
Officer:	Shivesh Seedhar	Ward:	Langley Foxborough
Applicant:	Elstree Land	Application Type:	Major
		13 Week Date:	25 July 2024
Agent:	Mr. Ben Thomas, Savills 33 Margaret Street, London, W1G 0JD		
Location:	Former Police Station, Trelawney Avenue, Langley, Slough, SL3 8NF		
Proposal:	Redevelopment of the site to provide 29 residential dwellings comprising self-contained flats and houses with associated car parking, access, landscaping, and other associated infrastructure.		

Recommendation: Delegate to the Planning Group Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

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

A) Approval subject to:

- (i) Receiving amended plans to address crime prevention and design pursuant to the indicative plan provided.
- (ii) The satisfactory completion of a Section 106 Agreement to secure on-site affordable housing, parks and open space contributions, education contributions, highways works, highway contributions, Traffic Regulation Order on adjacent streets and public realm contributions which are required to mitigate the impact of the development.
- (iii) Finalising conditions and any other minor changes.

OR

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 24th January 2025 unless a longer period is agreed by the Planning Manager, or in consultation with the Chair of the Planning Committee.

1.2 Under the current constitution, 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 The application proposal seeks full planning permission to redevelop the site to provide 29 residential dwellings. The dwellings will comprise of 4 three bedroom cluster homes, 2 two bedroom coach homes and 23 flats comprising of the following mix:

- 9 x 1 bed, 2 person flats
- 6 x 2 bed, 3 person flats
- 8 x 2 bed, 4 person flats
- 4 x 3 bed, 4 person cluster homes
- 2 x 2 bed, 3 person coach houses

2.2 The proposal on site would comprise of a three and a half storey detached building with front and rear facing dormers fronting onto High Street, and twin gable roof spaces fronting onto Trelawney Avenue. The proposed cluster homes would comprise of 4 two and a half storey, semi-detached dwellings, with each dwelling containing a dormer, and two car parking spaces and a small garden area. The proposed 2 coach houses would be two and a half storeys with front and rear dormers, attached to the proposed apartment building and fronting Trelawney Avenue with a vehicular access undercroft.

- 2.3 The development is proposed to be principally constructed in textured red brick with grey tiling to the roof and dormers and with windows and doors in grey.
- 2.4 Amenity space is provided for the cluster homes in the form of small private flank gardens. The apartment block contains private patio gardens, private balconies and terraces for 17 of the 23 apartments. The remaining 6 flats within the dormer roof level contains no amenity space provision. The 2 coach houses do not contain any private amenity space.
- 2.5 The proposal provides a total of 36 car parking spaces. Two spaces have been provided to each cluster house (8 in total), one car parking space to each coach house (2 in total), and 23 spaces provided to the apartment block. Three car parking spaces would be unallocated. Access to the car park would be provided through an undercroft through the coach houses from Trelawney Avenue. Access to the site is also provided via High Street Langley.
- 2.6 Amended plans and documentation have been provided to address further comments raised by Planning Officers, Highways Officers and Urban Design Advisor.
- 2.7 As well as full plans, the application is accompanied by the following documents:

- Application Forms and Certificates
- Covering Letter
- Planning Statement
- Daylight and Sunlight Report
- CGIs
- Design and Access Statement
- Flood Risk Assessment and Drainage Strategy
- Energy and Sustainability Statement
- Transport Statement and associated tracking plans
- Air Quality Assessment
- Arboricultural Report
- Noise Assessment
- Ecological Report
- Landscape Proposals

Following the amendments being submitted to the Council the following additional documents were received:

- Biodiversity Net Gains (BNG) Assessment
- Updated Plans and Elevations.

It is also noted that the application underwent a pre-application process, where the pre-application scheme was presented at Planning Committee on 6th September 2023, and a pre-application letter providing officer feedback was sent to the applicant on 20th July 2023. A Planning Performance Agreement was signed with the applicant.

3.0 **Application Site**

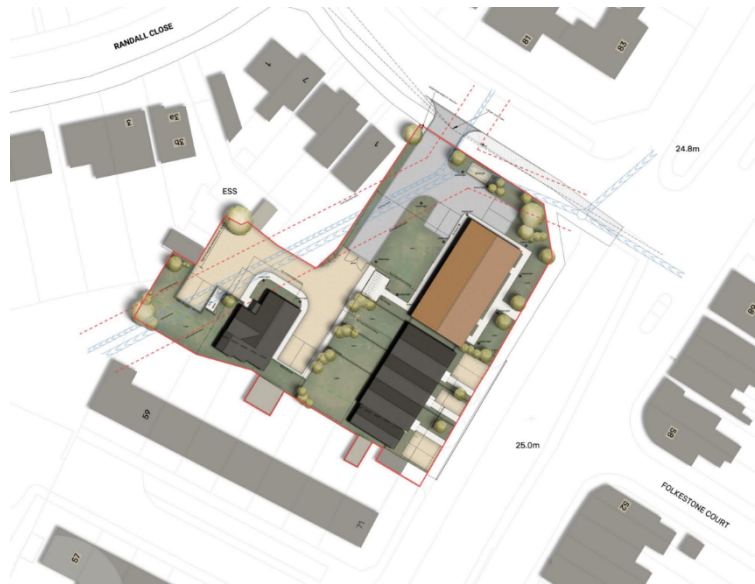
- 3.1 The application site comprises of a three-storey detached building on the corner of Trelawney Avenue and High Street Langley, which was formerly used as Langley Police Station. Part of the site to the south formally contained approximately 40 single garages which were single storey but have been demolished. The site has been vacant since July 2018.
- 3.2 To the east of the site is an access road along High Street Langley, which is an Adopted Highway. This access road is accessible via High Street Langley. There are bollards along High Street Langley blocking vehicular access from Trelawney Avenue. Further east of the site is B470 High Street, Langley, Slough. It is noted here, there is a crossroad junction on the corner of this site for Trelawney Avenue, High Street and High Street Langley. There is no pedestrian crossing within this location, however there is a set of traffic lights.
- 3.3 To the south of the site along High Street Langley are a number of two-storey, terraced, residential properties with pitched roofs. The rear walls and rear gardens of these properties face onto the south of the site. To the west, there are a number of two-storey, terraced, residential properties with pitched roofs along Trelawney Avenue. The site is orientated to the flank of the end of terrace property along Trelawney Avenue (No.3) and the flank of the associated rear garden.
- 3.4 Within the immediate surrounding area, the area is predominantly residential in character, with the properties along Trelawney Avenue, High Street and High Street Langley comprising of two storey, terraced and semi-detached dwellings with pitched roofs. The nearest amenities (commercial retail, Dental Care Practice, GP Practice), and Langley Village District Centre are located 1288m away north of the site within High Street. Langley Train Station which runs Crossrail train services between Reading and Abbey Wood is located 1610m away. The site is not located within a Conservation Area and is located within Flood Zone 1. There are no Listed Buildings or Tree Preservation Orders within close proximity to the site.

4.0 **Relevant Site History**

- | | | |
|-----|-------------|--|
| 4.1 | P/08979/000 | Change of use from second floor staff flat to office accommodation and additional car parking area in existing rear garden (as amended 11.09.91). |
| | | Approved with conditions 18-Sep-1991 |
| | P/08979/001 | Erection of a portable building for a temporary period (retrospective) |
| | | Approved with conditions 04-Feb-2004 |
| | P/08979/002 | Demolition of the existing garages, alterations to the existing entrance / egress from Trelawney Avenue, and redevelopment of the existing site to include - conversion of the former police station (sui generis) to residential accommodation (10 x studio units), |

construction of 2 x 3 bedroom and 1 x 2 bedroom family units and a 1 x 6 bedroom HMO unit with associated car parking, cycle parking, refuse store and landscaping.

Approved with conditions 22-Jan-2021.



5.0 Neighbour Notification

5.1 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 15/05/2024. The application was advertised as a major application in the 28/06/2024 edition of The Slough Express through a press notice. Following receipt of some amended plans, a 14-day re-consultation began on 03/07/2024 with new site notices placed on site. A revised press notice was also produced on 12/07/2024.

5.2 At the time of writing this report, 2 objections have been received which are outlined and summarised below:

- No clarity on the right of way has been provided/clearly defined and has been blocked.

Officer response:

The applicant has provided an overlaid plan to show the right of way through the site from Randall Close. Officers can confirm that this right of way has been respect and will remain open as a part of the proposed scheme.

6.0 Consultations

6.1 SBC Highways and Transport

Final comments provided on 11th July:

Introduction

SBC Transport Officers made a site visit on Wednesday 5th June and issued an initial response on 14th June 2024 which requested amendments and further information to support the application and consider it compliant with Local Plan Policy and the National Planning Policy Framework (NPPF).

SBC Transport and Highways do not wish to raise an objection to the proposals for 29 dwellings following the submission of amended plans and agreement of contributions which mean the proposals are considered compliant with local and national planning policies.

Pre-application advice regarding highways and transport matters was issued dated 6th July 2023 (Pre-app No.1617).

Vehicle and Pedestrian Access (Trelawney Avenue)

SBC Transport Officers are satisfied with the proposed vehicle access arrangements for the site. The NPPF requires that applications for development provide: *'Safe and suitable access for all users'* and *'Minimise the scope for conflicts between pedestrians, cyclists and vehicles'*.

A new vehicle access junction is proposed on Trelawney Avenue. The proposed junction is 5.2m wide which is wide enough for two-way vehicle flow and swept path analysis has demonstrated the corner radii are suitable to allow delivery vans to ingress/egress the proposed development site without overrunning the kerbs. Keep clear markings may be secured as part of the audit process.

Drawings demonstrate that visibility splays of 2.4m x 25m can be provided from the proposed vehicle access junction on Trelawney Avenue in accordance with the MfS Visibility Standards for a 20mph Speed Limit.

The site access has been amended to provide a vehicle priority system for the under croft. This allows a 3m vehicle route and 2m wide footway to be provided within the under croft allowing safe pedestrian access. Vehicles entering the under croft will have priority over vehicles leaving the site to ensure no queues back onto Trelawney Avenue.

The gate line and under croft are setback 7.2m from the back edge of the footway on Trelawney Avenue which will ensure a delivery van can wait for the gates to open without obstructing pedestrians or the free flow of traffic on Trelawney Avenue.

As requested by SBC Transport Officers, the applicant has provided the following amendments and contributions for vehicle and pedestrian access to the site:

- A contribution of £37,882 has been agreed with the applicant towards the provision of the signalised pedestrian crossing across Trelawney Avenue between the site access and Langley High Street.

- A contribution of £3,000 towards amended waiting restrictions outside the site access junctions allow provision of a turning head using the old access bellmouth.
- A tabled crossing is proposed on the vehicle access junction to the site to prioritise pedestrian movements on the footways leading to Holy Family Catholic School.
- The undercroft has been confirmed to have overhead clearance of 2.95m as shown on DPA Drawing No. 022304-ELS-SS02-Revision A. This would be high enough for the large panel van tracked (2.8m height) to ingress and egress the development and allow delivery and removals vans to enter/exit the site.
- The applicant has instructed a Stage 1 Road Safety Audit of the proposed access junction and pedestrian access using an independent auditor. This would be completed if permission is granted and prior to a Section 278 agreement being concluded.

Easement for Garages from A4 Service Road

It is accepted that there is an existing easement for vehicle access between the A4 service road and the existing garages which will need to be retained through the development and that this easement cannot be diverted.

A4 Service Road Access

The applicant has provided a gate on the access from the A4 Service Road at the request of SBC. This is detailed on Drawing No. 022304-ELS-SAN01 dated 11.07.2024.

The applicant has agreed to only provide access via this gate for owners of the existing garages. This could be controlled by issue of key fobs to those who need them. The control method should be detailed in a Car Parking Management Plan.

This would prevent residents of the new dwellings causing an increase in vehicle movements on the A4 Service Road and would also prevent rat-running through the site.

Refuse Collection

Refuse collection for the flats and apartments for plots 1-4 will be undertaken from the primary site access on Trelawney Avenue using a dedicated bin collection point. Refuse collection for plots 2 and 3 will take place from the A4 Service Road near to where bin collection already takes place for residents on the access to the Holy Family Catholic School. The refuse vehicle would turn into the school access road and then reverse circa. 12m north towards Plots 2 and 3. The bin stores are located within the max. drag distances for residents and collection operatives.

Collision Record

The Transport Statement submitted by i-Transport provides analysis of publicly available collision data and notes that four accidents causing slight injury were recorded in the most recent 5 years. i-Transport conclude that the four accidents occurred due to driver error.

SBC note that the contribution for a pedestrian crossing phase agreed with Elstree Land will mitigate against further pedestrian casualties. One of the slight accidents recorded involved a vehicle striking a pedestrian crossing Trelawney Avenue (February 2021). A serious pedestrian casualty was also recorded here in 2015 (although this is outside the usual 5-year period analysed).

Trip Generation

SBC Transport Officers have no objection to the proposed dwellings due to the expected vehicle trip generation from the proposed development. The NPPF states in Paragraph 115 that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe'*.

The TS forecasts that there would be 16 two-way vehicle trips during the AM Peak Hour (08:00 – 09:00) and 16 two-way vehicle trips during the PM Peak Hour (17:00 – 18:00). This would equal 1 vehicle trip every 4 minutes which is not considered likely to result in vehicle queues or a noticeable increase in congestion.

The site's previous use as a police station is estimated to have generated 13 two-way and 12 two-way vehicle trips in the AM and PM Peak Hours and therefore the net increase would only be 3 and 4 vehicle trips compared to the site's previous use.

The forecast vehicular trip generation is based on a trip rate per dwelling derived from survey data of similar housing sites contained within the TRICS Trip Generation Database. TRICS is the national trip generation database used by transport consultants and councils across the country.

Access by Sustainable Travel Modes

The TS submitted highlights that a range of facilities are located within 5 – 20 minutes' walk of the site including schools, health care and retail facilities. Numerous facilities are located north of the site and the provision of a new pedestrian crossing would allow safe walking journeys to Langley Rail Station, Langley High Street and Marish Primary School.

Proposed Pedestrian Crossing

SBC Transport Officers have agreed a contribution of £37,882 towards the provision of the signalised pedestrian crossing across Trelawney Avenue between the site access and Langley High Street.

The TS proposed an uncontrolled pedestrian crossing over Trelawney Avenue which was not considered suitable. SBC Officers requested addition of a puffin crossing due to the long queues of vehicles which form at the junction.

The S106 contribution amount is consistent with contributions from similar developments in Slough for upgraded pedestrian crossings:

- **Zebra Crossing** (£37,097). 22 dwellings at Dulux House, Petersfield Avenue. Planning Ref: P/00740/008.
- **Zebra Crossing** (£50,000) 26 dwellings on Bath Road (Land Rear of Theale). Planning Ref: P/12934/018.
- **Signalised Ped Crossing** – 30 flats, Hurricane Court, Heron Drive. Planning Ref: P/10204/009 (Condition 10). Crossing requirement upheld by PINS at Appeal, Ref: APP/J0350/W/19/3220156.

	Dulux Decorator Centre	Land Rear of Theale	Langley Police Station Requirement
Crossing Contribution	£37,097	£50,000	£37,882
No. of Dwellings	22	24	29
Daily Pedestrian Trips (TS Reports)	34	27	39
Daily Public Transport Trips (TS Reports)	28	19	8
Total Ped + Public Transport Trips	62	46	47
Cost per Trip	£806	£806	£806

Proposed On-Site Car Parking

SBC Transport Officers have no objection to the 36 car parking spaces proposed on site. There is not expected to be any overspill of vehicle parking onto the roads surrounding the site as a result of the development. The application proposes 36 car parking spaces, providing 1.24 spaces per dwelling.

The TS outlines that of the 36 car parking spaces, 10 spaces would be allocated to the 6 houses (1 per 2-bed, 2 per 3-bed and 23 would be reserved for the flats (1 per flat). 3 visitor parking spaces are proposed.

The 36 spaces proposed falls below the 55 spaces (1.89 per dwelling) required by the Slough Borough Council car parking standards are summarized in the table below:

Slough Borough Council Parking Standards (All Spaces Allocated)		
Dwelling Type	Spaces per Dwelling	Requirement
1-Bedroom Flat (x7)	1 space + 0.5 communal	11
2-Bedroom (x18)	2 spaces per dwelling	36
3-Bedroom (x4)	2 spaces per dwelling	8
Total Car Parking Spaces		55 spaces

However, it should be noted that there are households within Slough which live car free and that the provision of 1.24 spaces per dwelling is just below the average car ownership level recorded in 2021.

2021 Census: Car Ownership Data

The Transport Statement includes 2021 Census data for car ownership which shows an average of 1.35 cars per dwelling during March 2021. This

data was obtained for the Slough 012 MSOA which includes the site. However, this car ownership data included households and the site is largely comprised of flats. Car ownership levels are typically lower amongst residents of flats and therefore the LHA are comfortable with the proposed number of car parking spaces.

Blue Badge

SBC Transport are satisfied with the blue badge parking. Two blue badge car parking spaces are designed for disabled users. The spaces are located as close to the two accessible dwellings as possible. This would provide blue badge parking for 5.5% of the 36 parking spaces.

DfT Guidance Inclusive Mobility requires 5% of spaces at Residential Developments to be designed for blue badge parking. DfT data released in March 2023 showed that 4.6% of the UK population (2.57 million people) hold a valid blue badge.

Electric Vehicle Parking

29 Active EV Chargers are required on site in accordance with the Slough Low Emissions Strategy (2018 – 2025) which requires the provision of 1 EV Charging Point per dwelling for 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'*.

Site Layout

The application has been amended to include swept path analysis which demonstrates that a large car measuring 5.079m in length can ingress/egress each of the end car parking spaces proposed on site.

Travel Plan

A Travel Plan has been submitted which aims for a 10% reduction in vehicle useage compared to the level surveyed at the commencement of the Travel Plan.

Cycle Parking

SBC Transport Officers are satisfied that suitable bike storage is proposed for the new dwellings. The application includes 1 secure and covered bike store per dwelling in accordance with Slough's Parking Standards. The development also includes two cycle stands on the site frontage for short-stay visitors.

The applicant has confirmed that semi-vertical bike racks would be provided which allows the provision of 23 and that the houses would have dedicated cycle shed stores within their back gardens.

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.

Construction Management

The impact of construction will be managed through a construction management plan which will be submitted and reviewed if the application is granted permission by planning committee. Construction deliveries will be required to take place outside of 08:00 – 09:00 and 14:00 – 15:30 due to the operation of the School Street for Holy Family Catholic School on the A4 Service Road.

Recommended Planning Conditions

Vehicle Access

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

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

Visibility Splays

No other 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.

Car Parking

Prior to the development hereby approved first being brought into use, 36 no. car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

EV Charging Points

Prior to the occupation of the approved development, details of the 29 active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase), together with details of power supply and cable provision; 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 dwellings 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 2023.

Cycle Parking

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

Car Parking Management Plan (CPMP)

Prior to the occupation of the development, a Car Parking Management Plan shall be submitted and approved by the Local Planning Authority detailing the management strategy for car parking spaces and access to the gates for the site access junctions. The CPMP shall ensure that key fobs for the A4 service road are only issued to garage owners.

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

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.

REASON: To ensure that adequate refuse storage is provided to serve the development.

Construction 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 hoarding/fencing extents, 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. Confirmation the CLOCS and FORS management processes will be implemented on site.
 3. 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.
 4. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and outside of 1400 – 1530 due to the operation of the School Street at Holy Family Catholic School.
 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 2023.

6.2 **Thames Water**

Waste Comments

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes

you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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

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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

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

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, 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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-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.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

6.3 **Lead Local Flood Authority**

We would advise that 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.

We ask to be re-consulted on this requested surface water drainage information. We will provide you with bespoke on formal re-consultation.

6.4 **Resilience and Enforcement**

Having reviewed the documents on the planning portal, we have no concerns.

6.5 **Urban Design Officer**

Initial feedback was provided prior to amendments being received. Members will be updated on any additional comments via the Amendment Sheet.

6.6 **Environmental Noise**

No comments provided at the time of writing this report. If any comments are received, they will be provided on the Amendment Sheet to committee.

6.7 **Contaminated Land**

No comments provided at the time of writing this report. If any comments are received, they will be provided on the Amendment Sheet to committee.

6.8

Crime Prevention and Design Advisor

Comments received on 4th July:

Communal entrance:

- Communal entrance located to the rear of the development would prevent any accesses into the rear parking area from being effectively secured.
- With provision of the vehicle gate to protect private areas of the development, and the inclusion of the additional pedestrian crossing, there is potential for people to try and access the development via the door either side, impacting the residents of the coach houses.

Ground Floor Accessible Dwelling:

- The location of this flat would seem wholly inappropriate with potential for neighbourhood disputes.
- The entrance is recessed with no surveillance provided from other windows of the development.
- The entrance is shared with site-wide services such as plant and cycle stores, creating access and priority issues.

The following additional documents and amendments should be addressed prior to any planning permission being granted:

- Further details to the proposed gate should be provided of how this would operate.
- The right of way access could provide an access point for burglaries. An access-controlled gate should be present at the front fascia of the building preventing unrestricted access.
- Details for postal/delivery access, and authorized persons only/residential and visitor access should be provided.
- Details on how the cycle and bin store is accessed should be provided.
- An Access and Security document should be provided to demonstrate how potential for crime and anti-social behaviour has been considered/mitigated.

Case Officer Note: these issues are being address by the applicant. More detail is set out in the 'Design and Crime Prevention' section of this report.

6.9

SBC Education

Contributions are sought for all sectors in line with the published developer's guide to the sum of £157,423.

We have revied the technical note put forward by the applicant we note that the developer accepts that Early Years, SEND and Post-16 contributions would be required. We do not accept the argument put forward by the applicant regarding Primary and Secondary contributions.

Education requires contributions as set out in the Developer's Guide Part 2, this would include primary and secondary contributions.

Should there be a viability issue then we understand that you will assess this and the Council may decide to take a decision to reduce the overall request from the applicant.

Case Officer Note: the applicant has since offered to add Secondary Years Contributions, thereby totalling £71,260 towards education. The applicant is asserting Primary Years Contributions are not required. SBC Education have responded as follows:

Planning Officers need to assess if there is a viability issue. If we are compromising, can we have the funding on completion of the first unit?

Case Officer Note: This is assessed further in the affordable housing and infrastructure section of this report.

6.10 **SBC Parks and Open Space**

Financial contributions of up to £12,750, to be sought towards the works and maintenance of Kedermister Park.

6.11 **Ward Member/Councillor Comments**

Comments received from Councillor Muvvala on 29th May 2024:

Feedback on site:

1) Consider it as a secured gated development like Aldenham close and Gibson court, by securing the premises we can protect the residents and less burden to SBC/TVP.

2) Consider a new box junction or Keep Clear box at the front of development on Trelawney Avenue.

3) We need to have entrance and exit separately to/from the development for better traffic movement, possibly entrance from site is onto Trelawney Avenue and exit from site through Langley High Street slip road.

4) While considering traffic movement from/to the site, please note these potential issues which may be caused under the below circumstances:

- What will happen while traffic leaving the site into Trelawney Avenue towards Library.
- What will happen while traffic leaving the site into Trelawney Avenue towards Langley High street.
- While traffic entering from Langley high street then into Trelawney Avenue then into site.
- While traffic entering from Randall Close/Library through Trelawney Avenue into the site.

5) Explore options if we need to remove bollards and connect Langley High Street slip road to Trelawney avenue. Please refer to picture 2 below

6) Note that we have School Street already implemented by Holy Family Catholic School.

7) Please ask highway officers to visit the site and drive around during school run timings to understand the current traffic issues at this site. Currently the green light stays only for 3 seconds at the junction of Langley High Street/Trelawney Avenue hence it is taking 30 to 45 min to leave Trelawney avenue and to enter Langley High street. Vehicles can be seen being queued from Langley library till Langley high street junction for 40 minutes.

8) Consider S106 contributions to resurface Trelawney Avenue and to develop surrounding leisure facilities at Langley memorial park and at Kedermister park or to have more trees planted in Langley.



Picture 1



Picture 2

Further comments received on 10th July:

As an example: refer to this pic of Meadfield Road junction to Langley High street: Vehicles trying to enter/exit from these parking bays is currently a major issue due to the vehicles waiting to leave/enter into/from Meadfield road/Langley High St.



If we do not deal with former Langley police station planning application properly then we are going to create another traffic bottleneck knowingly.

Officer comments:

In response to the comments provided by Councillor Muvvala on 10th July, it is not considered that Meadfield Road and the application site are not relatable and reflect two different scenarios. The Meadfield Road scenario relates to commercial parking spaces where the spaces are used in a high turnover rate compared to the residential scenario where the turnover rate is much less. No unacceptable impact is envisaged, in addition the scheme will need to pass a road safety audit before the s.278 is completed.

Objection from Councillor Adil Iftakhar:

I would like to formalise my objection to the scheme and will speak at committee.

The scheme is clearly ill throughout and goes against the fundamental principles of sustainable development.

Officer comments:

The proposed scheme has been assessed throughout the report against the Local Development Plan and National Planning Policy Framework as set out below.

7.0 **Policy Background**

7.1 Slough Local Development Plan and the National Planning Policy Framework (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 current version of the National Planning Policy Framework (NPPF) was published on December 2023. Significant weight should be attached to the policies and guidance contained within the NPPF particularly where the policies and guidance within the Development Plan are out-of-date or silent on a particular matter. Relevant paragraphs of the NPPF are outlined below. However, before doing so officers first identify the relevant policies in the Development Plan which is the starting point of an assessment of the application consistent with the statutory test in section 38(6) as above. The weight to be attached to the key Development Plan policies, and an assessment of the proposal against them, is set out within this report.

The National Planning Policy Framework 2023 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 2023, 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 2023 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 2023 which has been used together with other material planning considerations to assess this planning application.

7.2

National Planning Policy Framework (NPPF) 2023:

- 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

**Slough Local Development Framework Core Strategy 2006-2026
Development Plan Document policies, December 2008:**

- Core Policy 1 – Spatial Strategy
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 5 (Employment)
- 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

Adopted Saved Policies in the Local Plan (2004)

- H14 – Amenity Space
- EN1 – Standard of Design
- EN3 – Landscaping
- EN5 – Design and Crime Prevention
- T2 – Parking
- T8 – Cycling Network and facilities

Supplementary Planning Documents and Guidance

- National Planning Practice Guidance
- Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010
- Local Development Framework Site Allocations Development Plan Document
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map 2010
- Nationally Described Space Standards
- Slough Borough Council's Draft Low Emission Strategy (LES 2017-25)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

7.3 **National Planning Practice Guidance (NPPG)**

The NPPG was first published in 2014 and is iterative web-based guidance that is designed to complement the NPPF across a range of topics.

7.4 **The Proposed Spatial Strategy (Nov 2020)**

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This sets

out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough.

The consultation document contained a revised Local Plan Vision which supports the Council's vision for Slough as a place where people want to "work, rest, play and stay."

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues.

7.5 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out below in this report.

7.6 Written Ministerial Statement (2021) – First Homes

The Written Ministerial Statement (2021) states that First Homes should account for at least 25 per cent of affordable housing units delivered through planning obligations, which is a material consideration for decision making from 28th June 2021. First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes.

Specifically, First Homes are discounted market sale units which:

- a) must be discounted by a minimum of 30% against the market value;
- b) are sold to a person or persons meeting the First Homes eligibility criteria;
- c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and,
- d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).

First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.

The transitional arrangements set out in the Written Material Statement and Planning Practice Guidance confirm that the First Homes requirement will not apply to sites with full or outline planning permissions already in place or determined (or where a right to appeal against non-determination has arisen) before 28 December 2021 or applications for full or outline planning permission where there has been significant pre-application engagement which are determined before 28 March 2022. In this instance P/08979/002 appears to be an extant permission by virtue of demolition of the garages triggering implementation. As such first homes is exempt.

7.7 Habitats Regulations Assessment of Projects, Natura 2000 and European Sites

Natura 2000 is the cornerstone of European nature conservation policy; it is an EU-wide network of Special Protection Areas (SPA) classified under the 1979 Birds Directive and Special Areas of Conservation (SAC) designated under the 1992 Habitats Directive.

Since 31st December 2020, the UK requirements for Habitat Regulations Assessments is set out in the Conservation of Habitats and Species Regulations 2017 (as amended by the Conservation of Habitats and Species Amendment (EU Exit) Regulations 2019). Together, the National Site Network of the UK comprises over 25,500 sites and safeguards the most valuable and threatened habitats and species across Europe and the UK; it represents the largest, coordinated network of protected areas in the world.

HRA employs the precautionary principle and Regulation 102 ensures that where a project is 'likely to have a significant effect' (LSE), it can only be approved if it can be ascertained that it 'will not adversely affect the integrity of the European site'. Burnham Beeches is designated a SAC under this Directive which is located to the north of Slough.

The development 'project' has been screened (as part of the Habitat Regulations Assessment) and it has been identified that the site falls outside of the 5.6km catchment area from this site and therefore no impacts are apparent on this area.

PART B: PLANNING APPRAISAL

8.0 **Planning Assessment**

The planning considerations for this proposal are as follows:

- Principle of development
- Housing Mix
- Design and impact on the character and appearance of the area
- Impact of the amenity of the adjoining occupiers
- Living conditions for future occupiers of the development
- Highways and car parking

- Crime Prevention
- Ecology and Biodiversity Net Gain
- Air quality
- Contaminated land
- Flooding and surface water drainage
- Affordable housing and Infrastructure
- Section 106 Obligations
- Equalities considerations
- Planning balance

8.1 **Principle of Development**

The site is located within a suburban area of Slough and accommodates a former police station and an area of hard standing previously accommodating single storey garages which have been demolished. The site is not allocated for development within the current Local Development Plan or the Emerging Spatial Strategy. The site is therefore regarded as a windfall site.

8.2 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 and comprises previously developed land. Paragraph 70 of the NPPF support the development of windfall sites, giving great weight to the benefits of using suitable sites within existing settlements for homes.

8.3 Paragraph 60 of the NPPF states that in order to support the government objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Paragraph 124 (c) of the NPPF states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

8.4 The proposal would result in the redevelopment of a vacant, underused brownfield windfall site to provide residential accommodation with a mix of housing types, including family sized accommodation. Furthermore, a Police Station has already been re-provided within the borough on Windsor Road, meaning that there would be no loss of the Sui Generis use within the borough as a part of this provision of residential accommodation. The loss of the garages has already taken place and accepted via the previous application (ref. P/08979/002).

8.5 Based on the above, the principle of a residential land use on this windfall site is acceptable.

8.6 *Type of housing:*

Core Policies 1 and 4 of the Core Strategy seeks high density flatted development to be located within the town centre and urban areas. Core policy 4 details that in 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. Core Policy 4 also requires no net loss of family accommodation as a result of flat conversions, changes of use or redevelopment.

8.7 This site is located within a suburban area and consists largely consists of flatted development (noting cluster and coach housing). As such the proposal would not fully comply with Core Policy 1 and 4. However, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore, these policies in this regard do not carry full weight (although due weight is given to the particular housing need in Slough within the Supply of Housing section of this report). There will be no loss of family housing as a result of the development, which is a more important part of Core Policy 4.

8.8 Based on the above, the principle of a residential land use on this windfall site is acceptable. The provision of flats provides a conflict with Core Policies 1 and 4, however, this does not carry full weight. Importantly there will be no loss of family housing. As such the principle of development is acceptable.

9.0 **Supply of Housing:**

9.1 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’.

9.2 This minimum number has been exceeded already. But the 6,250 requirement has been superseded by the subsequently introduced requirement to use Objectively Assessed Housing Need for housing figures. This results in 11,573 as a housing need figure. By April 2026 it is currently estimated that there will be a 1,600 home shortfall. And estimates based on preparation for the proposed new Local Plan indicate a 6,000 to 7,000 shortfall over the new plan period.

9.3 As a result, 11,573 is the housing target that the application should be considered against rather than the Core Strategy target.

9.4 The Local Planning Authority cannot demonstrate a Five Year Land Supply. As of April 2023 the Council had a 2.6 year supply inclusive of a 20% buffer applied as a result of the latest Housing Delivery Test. 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.

The proposal for 29 residential units would make a contribution to the supply of housing and given the tilted balance is engaged, in principle this attracts positive weight in the planning balance.

- 9.5 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:

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

- 9.6 The proposed scheme would provide 29 residential units with a range of mixes and tenure set out in the table below:

Type	No of units	Slough Affordable Rent (SAR)	Slough Living Rent (SLR)	Shared	Private
1-bed apartment	9	2	3	0	4
2-bed apartment	14	0	2	0	12
2-bed coach house	2	0	0	2	0
3-bed cluster house	4	0	0	0	4
Total	29	2	5	2	20
Percentage	100%	7%	17%	7%	6%

- 9.7 While great weight should be provided to provision of homes on a vacant brownfield site, the weight is somewhat tempered by the absence of amenity space for all units and also the proposed mix (where the need is most and least). Regard is also given to the policy compliant 30% onsite affordable housing units. Overall, the development would make a modest positive contribution to the housing supply within Slough. Accordingly moderate positive weight is afforded in the planning balance.

10.0 **Design and impact on the character and appearance of the area**

- 10.1 In relation to achieving well-designed and beautiful places, Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

- 10.2 Further to this, Core Policy 8 of the Core Strategy sets out that in terms of design, all development should:

- a) *Be of high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) *Respect its location and surroundings;*
- c) *Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
- d) *Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.*

Policy EN1 of the Adopted Local Plan states that all development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.

- 10.3 The proposed scheme would comprise of three distinct elements located along a prominent street corner of High Street, Langley and Trelawney Avenue, and High Street Langley.

The apartment building block would be located to the northeast of the site and would comprise of a three and a half storey detached building with front dormers facing Langley High Street and rear dormers facing into the site. The Trelawney Avenue elevation would comprise a twin gabled frontage, connected by a subordinate sloping roof. This building would comprise of 23 apartments.

The proposed cluster homes would comprise of 4no. two and a half storey, semi-detached dwellings, with each dwelling containing a dormer, and two car parking spaces per dwelling facing towards High Street Langley and into the development site to the west.

- 10.4 Amendments have been sought by officers through the application process since the original submission, accounting for comments provided by the Urban Design Advisor in relation to the architecture and appearance of the proposed scheme, in particular, the dual gable elements, dormers, and Officers have also engaged with pre-application discussions on the scheme prior to its submission.

The principles of the design and appearance of each block are discussed and assessed in turn below.

- 10.5 *Apartment Block*

The proposed main apartment block would contain 23 flats and would be three and a half storeys in height with a dual gabled roof, and with front and rear dormers provided and a subordinate sloping between the two gables.

Following comments from the Urban Design Advisor, changes to the balcony positions and additional fenestration has been added to the elevations and gable elevations facing towards Trelawney Avenue (North elevation) and High Street Langley (South elevation). These amendment in addition to the provision of recessed balconies and brick bonds provide a refined appearance that is in keeping with the character of the area, which consists of brick building buildings. The link block has been amended to the south elevation to provide some windows and glazing in order to soften its appearance. Overall, the design of the proposal to the north elevation enhances the legibility and appearance of the elevations and fenestration to provide a more active frontage on a prominent street corner.

The dormers to the east and west elevations have been amended to provide additional glazing and roof lights between the dormers in order to break up the massing and soften the appearance of the dormers. The block is

proposed to be constructed from red textured brick, and grey tiling to the roof and dormers.

- 10.6 The proposed scale and height of the apartment block is considered to be acceptable, with the proposed three storeys being in-keeping with the height of the original building on site, and with the height of the previous approval which comprised the conversion and refurbishment of the former Police Station building.

10.7 *Coach Houses*

The proposed coach house block would be situated to the northwest of the site fronting Trelawney Avenue and attached to the apartment building. This development would contain two, two-bedroom, three-person homes above a vehicular undercroft access drive. As indicated within the floor plans submitted, access to the coach houses would be provided at ground floor level via Trelawney Avenue, with accommodation being provided at first and second (loft) floor level. An undercroft is sited at ground floor which provides vehicular access into the site via Trelawney Avenue. Following amendments from officers, a gate has been added to the front (north) of the coach houses to provide gated access to this part of the site.

The coach houses would be two and a half storeys in height with accommodation within the roof level which contains large box dormers to the front and rear of each coach house, similarly designed to the apartment block, albeit with the windows aligning with the windows below. The balconies have been removed from south facing elevation order to prevent any overlooking or loss of privacy with the bedrooms of the apartment units. The materials used for the coach houses are identical to the apartment block.

- 10.8 It is considered by officers that the proposed two storey height and pitched roof design would be compatible with the character and scale of the residential properties along Trelawney Avenue, respecting the height, proportions, front and rear building lines, and materials used within the existing street scene.

10.9 *Cluster homes*

The proposed cluster homes would be situated to the south of the site and fronting High Street Langley. The proposed block is two and a half storeys in height with accommodation within the pitched roof.

Much like the other building on site, the houses contain front box dormers to the front roof slope of each house, with a link block between the two gable pitched roofs, mirroring the apartment block design. The proposed front building line would not exceed the flank wall of the end of terrace property along High Street Langley and therefore have an acceptable visual impact on the character and appearance of the street scene and surrounding area in this respect. The dormer windows along with the fenestration on lower levels with the use of stretcher bond brick provides legibility to the front and rear elevations. As with the other two blocks, the houses would be constructed with red textured brick, and grey tiling to the roof and dormers.

10.10 It is considered that the proposed size, height and scale of the block would be in keeping with the character and scale of the residential properties along High Street Langley.

10.11 The layout of the site has been amended over the course of the application to provide patio gardens to the ground floor units and a private garden to each of the cluster homes. Hardscaping areas are also provided on site for car parking areas, and the through routes from the site to Trelawney Avenue and High Street Langley respectively. Some soft green landscaping areas provided around the apartment block verges and car parking spaces. This is discussed in further detail in the report below.

10.12 *Comparison with the consented development*

The proposed development introduces additional built footprint to the site in comparison to the previous approval which contained internal access routes for vehicles and larger garden areas. The main flatted block is anticipated to be slightly taller in height than the approved converted/refurbished police station block. However, this is considered to be acceptable given the corner location and associated space offered by the highway junction. Officers consider that the proposed scheme would comprise of a more efficient response and better optimizes the potential of the site to accommodate additional homes.

10.13 *Landscaping and Public realm:*

The proposal would provide soft landscaping notably along perimeter of the apartment block when viewed from the public realm. The applicant has also agreed to provide a financial contribution toward public realm enhancements. It is envisaged this will be spent on improving / replacing the numerous bollards between Trelawney Avenue and High Street, providing a more attractive solution to prevent cars mounting the pavement.

10.14 *Conclusion*

The proposal will result in a development that will be visually compatible with the wider area through a comprehensive redevelopment. There will be a visual prominence to the development but not one that is out of character or has an adverse impact but would complement the character and appearance of a prominent street corner. Therefore, the proposed design and impact of the development would comply with Policy EN1 of the Local Plan, Core Policy 8 of the Core Strategy, and the National Planning Policy Framework. Neutral weight is applied to the planning balance.

11.0 **Impact on amenity of neighbouring occupiers**

11.1 Paragraph 130f of the National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users.

11.2 Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship to nearby properties.

11.3 There are residential within close proximity to the application site. These are identified by officers as 1 Trelawney Avenue (north), and No's. 65, 67. 69 and No. 71 High Street Langley (south) and No's. 81 and 83 High Street Langley (North).

11.4 The application has been submitted with a daylight and sunlight report which assesses any potential loss of daylight and sunlight to relevant neighbouring properties.

Vertical Sky Component:

11.5 The British Research Establishment (BRE) provides written guidance in relation to daylight and sunlight. With respect to the Vertical Sky Component (VSC) which assesses the level of illuminance, the BRE advise that a VSC of 27% should provide reasonable daylight falling on the plane of the window. If the levels fall below that, it should not be less than 0.8 times its former value.

11.6 The submitted sunlight and daylight report indicates that all windows to the neighbouring properties would not have a proposed VSC that is less than 27% or 0.8 times its former value, with the exception of one window to the first floor side elevation of 1 Trelawney Avenue which would have a proposed VSC of 17.7% and is 0.48 times less than its existing value. Based on the information available to officers this window serve a non-habitable room, and therefore a low VSC value would be acceptable as it would not affect living conditions. If the window were found to serve a habitable room (bedroom), the room would already be served an additional window to the rear, and therefore not considered to have a harmful impact on the amenity of this room as a while.

Daylight Distribution:

11.7 With respect to daylight distribution, BRE guidelines state that if the no-sky line moves so that the area of the existing room which does receive direct skylight is reduced to less than 0.8 times its former value, then this will be noticeable to the occupants, and more of the room will appear poorly lit.

11.8 Of all the windows assessed, a total of 3 rooms would be less than 0.8 times its former value, with these spaces being a bathroom at first floor level (No. 1 Trelawney Avenue – 0.35), a kitchen at No. 71 High Street Langley (0.79), and a utility room at ground floor level to 81-83 High Street, Langley (0.79). Notwithstanding this, it is noted these rooms would only marginally fail BRE guidelines. It is considered by officers that any daylight distribution reductions would not be considered unacceptable in view of the overall very high adherence to be BRE Guide target criteria for the majority of all neighbouring rooms assessed in respect of the scheme, noting that where there is a non-compliance, the transgression from the criteria is minimal. Therefore, there would continue to be an acceptable impact to the neighbouring existing buildings.

Annual Probable Sunlight Hours (APSH):

11.9 With respect to Annual Probable Sunlight Hours (APSH), BRE guidelines state that the APSH received at a given window in the proposed case should

be at least 25% of the total available, including at least 5% in winter. Where the proposed values fall short of these, and the loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period. In assessing existing buildings around a new development, only those windows orientated within 90 degrees of due south and which overlook the site require assessment.

- 11.10 Of all the windows applicable for assessment (including 81 – 83 High Street to the north), all windows barring one window at first floor level at 1 Trelawney Avenue would be over 0.8 times their previous value in each period. This affected window would open to a non-habitable room and would therefore not be significant in this regard.

Overshadowing to gardens:

- 11.11 In regard to the rear gardens of No's. 65-71 High Street the proposed development will be noticeable. The cluster houses would close to garden boundaries but be of a modest height. There are outbuildings to the rear of the rear gardens of No's. 65, 69 and 71 High Street. The previous existing situation on site, a single storey garage block sat to the rear boundary of these gardens.

- 11.12 Whilst there may be some additional overshadowing to these, it is considered by officers that this would not result in a harmful impact (noting the north-northeast orientation of the proposed development). It is not considered by officers that the apartment block would result in a harmful level of overshadowing to the gardens to the rear of Trelawney Avenue, given that the block would be 14m away from the flank boundary of these gardens via from the east. The coach houses would not breach the rear building line of No.1 Trelawney Avenue.

Although No's. 81-83 High Street are in a northerly orientation, their private garden areas would be set away from the proposed development by approximately 35m which is sufficient distance to prevent an unacceptable overshadowing impact.

- 11.13 *Overbearing, visual dominance, and privacy:*

With respect to overbearing, visual dominance, and privacy, the proposal would be set away by a distance great enough to prevent an unacceptable impact on neighbouring amenity. The cluster homes would be approximately 14m away from the rear walls of the terraced properties along High Street Langley and approximately 3.3m from the rear garden boundaries. The eastern elevation of the apartment block would also be approximately 14m (min) away from the side boundary of the gardens along Trelawney Avenue. While from these neighboring properties the development would be notable, these separation distances are sufficient to prevent an unacceptable impact on neighboring amenity. The separation distance of 14m from the apartment building to the rear garden at No. 1 Trelawney Avenue would result in some views from the proposed windows, however these would not be significantly worse than the previous situation where the police station included windows overlooking No. 1 Trelawney Avenue.

- 11.14 The coach houses would also not breach the rear building line of No.1 Trelawney Avenue, and not overlook any habitable rooms to the flank elevation.
- 11.15 No. 81-83 High Street is located on the opposite side of Trelawney Avenue. 81 High Street fronts Trelawney Avenue and 83 High Street fronts the High Street. The proposed development would be sited approximately 20m from the front garden boundaries and 25m from the buildings. This is sufficient distance to prevent an unacceptable impact in terms of overbearing, visual dominance, and privacy.
- 11.16 Given this, it is not considered that the proposal within this location would have a harmful impact on the residential amenity of the neighbouring occupiers of the terrace of the neighbouring properties, with respect to loss of light, outlook, and overlooking. In summary, it is considered that the scale, siting, massing, height and layout of the development have been carefully designed to ensure the proposals do not cause any significant adverse impact on the amenity of adjoining residential properties.
- 11.17 *Noise and disturbance:*
- It is noted new access would be sited next to No. 1 Trelawney Avenue and that parking area and maneuvering would take place in some cases next to neighboring residential gardens. This would take place at a low speed and given the number of spaces and residents, it is not anticipated to result in an unacceptable impact. The provision of a high-density development would result in more people living at the site, but suitable separation distances from neighbouring property would minimize noise and disturbance to an acceptable degree.
- 11.18 *Conclusion*
- The submitted Sunlight and Daylight Report has been assessed by officers who have agreed that the proposed development would not result in any unacceptable impacts on the existing neighbouring occupiers. The proposal would also broadly comply with BRE criteria set out for access to daylight within the habitable rooms set out in the information provided. Overbearing, visual dominance, and privacy impacts would be acceptable.
- 11.19 Based on the above, and subject to conditions, the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policy EN1 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework.

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

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

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

12.3 The dwellings and flats all meet and exceed the national space standards for the size of units proposed, which is acceptable in planning terms.

12.4 The sunlight and daylight report has also provided analysis results for the proposed development which is discussed below.

12.5 Within the Sunlight and Daylight Report as part of the Daylight analysis, the review process has been undertaken based on the Daylight Illuminance Assessment, which assesses daylight to new buildings as set out in the 2022 update to the BRE 209 document published on 9th June 2022. The guidance provides target illuminance levels that should be achieved across at least half of the reference plane (room area set 850mm above the floor level) for half of the daylight hours within a year. The targets set out within the national annex are as follows:

- Bedrooms – 100 Lux
- Living Rooms – 150 Lux
- Kitchens – 200 Lux

These results should be achieved across 50% of a reference plan (room area) set 850mm above the floor level.

Analysis Results

12.6 With respect to the analysis results provided, of the 86 rooms assessed, 77 of the rooms (90%) would meet the Daylight Illuminance Targets set out above. Of the 9 rooms that fail to meet the BRE targets, 6 of these are Living/Kitchen/Dining (LKD) rooms and 3 of these are bedrooms. With regards to the bedrooms, it is considered by officers that these areas are less reliant on daylight to these areas than kitchen and living areas, and therefore a lower illuminance level in these locations would be acceptable.

12.7 With respect to the LKD areas that do not meet the BRE guidance, one of these rooms would be at 46% which would be a marginal shortfall from the 50% room area target. According to the sunlight and daylight report, the remaining 5 rooms would be deep-plan spaces, which have large kitchen areas to the rear of these rooms. From additional testing conducted, when the kitchen are removed from this, the living areas within these spaces would achieve the 150 lux target for at least 50% of the remaining floor area (excluding kitchen areas). Officers consider that this would demonstrate that

the primary living spaces within the proposal would achieve a high level of compliance with BRE guidelines, and subsequently achieve acceptable levels of internal amenity and daylight.

Sunlight

- 12.8 With respect to sunlight, 2022 BRE guidance reflects the BS EN 17037 recommendation that a space should receive a minimum of 1.5 hours of direct sunlight on a selected date between 1 February and 21 March with cloudless conditions. It is suggested that 21 March (equinox) be used for the assessment. The medium level of recommendation is three hours and the high level of recommendation four hours. For dwellings, at least one habitable room, preferably a main living room, should meet at least the minimum criterion. Whilst it is noted that the BS EN 17037 criteria applies to rooms of all orientations, this target is not unlikely to be met where a room faces significantly north of due east or west.

Analysis results:

- 12.9 Of the 29 units, 21 units (72%) would meet sunlight targets. The 8 units which do not comply with the targets are northern-facing units, which would have no windows that face within 90 degrees of due south, which would explain why they would not meet the target criteria. Officers accept that given the site constraints, it would not be possible for all units to be south facing. Therefore, on this occasion, the proposed levels of compliance would be acceptable.

- 12.10 *Outlook*

All habitable rooms would be served by windows which would provide good outlook and aspect.

- 12.11 *Amenity Space:*

The proposed cluster homes are each provided with a small private garden. It is noted that these areas would be lower than the required amenity for the number of occupiers (under 50sqm for the two- and three-bedroom units) and would not provide a good level of private garden space for a family dwelling. This tempers the benefits of the proposal. 5 of the 21 apartments are provided with grassed defendable areas at ground floor level which could be used as a small terrace area. A total of 10 apartments are provided with balconies. As the ground floor defendable areas would look onto the highway and public footpath, and car parking area, a condition is required to provide details as to how these areas will be screened to increase the level of privacy achieved while still providing outlook from the windows. The remaining 6 apartments at roof level do not have any amenity space. Through amended plans, the balconies to the coach houses have been removed on order to prevent any overlooking and loss of privacy into the bedrooms of apartments at first floor level. Whilst it is noted that 8 of the units in total would not benefit from outdoor amenity space, and there would

be an under-provision of amenity on site, it is noted by officers that additional landscaping cannot be provided, as a result of the constraints on site. This also tempers the benefits. Notwithstanding this, there is a large recreation area in the form of Kedermister Park to the west of the site within close proximity, which would provide recreation space and. Financial contributions are sought in relation to the under-provision and shortfall of amenity space, as mitigation for the likely extra pressure on public amenity space. This is discussed further in detail in the report below.

12.12 *Noise:*

A Noise Assessment has been provided as a part of the application. The report concluded that noise levels at the site are dictated by road traffic noise emissions from High Street and Trelawney Avenue. Noise levels were determined to be a medium risk when assessed in accordance with Professional Practice Guidance on Planning and Noise (ProPG) and acceptable internal noise levels are predicted to be achieved in all habitable rooms across the development using acoustically upgraded glazing and ventilators, where required. At the time of writing this report, no comments have been received by the Environmental Quality Officer. Members will be updated of any comments made via the Amendment Sheet and, in anticipation of comments being received, a condition will be inserted to ensure that detailing glazing and ventilation will be provided to ensure the dwellings achieve suitable internal noise levels.

12.13 *Conclusion*

Given the above, the absence of private and communal amenity space tempers the benefits and does not fully comply with H14 of the Local Plan. However, it noted there a good reason for this omission and overall it is considered by officers that the proposal would provide generally good living conditions for most dwellings and broadly comply with Policy H14 of the Local Plan and Core Policy 4 of the Core Strategy and the NPPF.

13.0 **Highways and Car Parking**

13.1 Paragraph 114 of the NPPF states that in assessing specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 115 of the NPPF 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.

Paragraph 116 of the NPPF states that development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

13.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The Parking Standards have been updated within Part 3 of the Slough Developer's Guide

13.3 As a part of the application, the applicant has provided layout plans to indicate car parking provision and a Transport Statement. This has been reviewed by SBC Highways officers with final comments having been provided on 10th July, with no objections raised, subject to the attached conditions, and the addition of an additional blue badge car parking space.

On-site Car Parking and Cycle Parking

13.4 In terms of car parking, the proposal provides 36 car parking spaces with the local highway authority content that no overspill is expected onto the surrounding roads at a car parking ratio of 1.24 spaces per dwelling. The Transport Statement outlines that 10 spaces would be allocated to the 6 houses (1 per 2-bed, 2 per 3-bed) and 23 would be reserved for the flats (1 per flat). 3 visitor parking spaces are proposed. Whilst officers note that the proposal would fall below the 55 spaces required by SBC car parking standards (a ratio of 1.89 spaces per dwelling), SBC Highways have noted that there are households within Slough which live car free and that the provision of 1.24 spaces per dwelling is just below the average car ownership level recorded in 2021. As a result, no objections to the car parking provision have been raised. It is noted that on the plans submitted that only one blue badge car parking space is shown. Officers have confirmed that 2 spaces would be required. The applicant has provided an amended indicative plan to provide this additional space, and have confirmed that amended plans will be provided to demonstrate this, which will be confirmed on the amendment sheet once received.

- 13.5 In respect of cycle parking, spaces are provided at a ratio of 1 per unit which is acceptable to SBC Highways officers. Amended plans have been provided to show the location of the store for the flatted block. It is noted that the type of cycle stands provided within the flats would be vertical cycle racks, of which the applicant has provided additional specification details during the application assessment process.
- 13.6 In terms of Electrical Vehicle (EV) charger spaces the applicant has confirmed that 1 space per unit where the space area allocated, will be provided in line with Future Homes Standards. A condition detailing the EV Charger scheme will be included to secure installations.

Vehicle Access and Pedestrian Access

- 13.7 The applicant had initially proposed an uncontrolled pedestrian crossing. Amendments were sought by officers to remove this crossing which was not considered safe or suitable. To mitigate this, the crossing has been removed, and a financial contribution of £37,882 has been agreed with the applicant to provide a signalized pedestrian crossing across Trelawney Avenue between the site access and Langley High Street. This will be installed by the Council in a comprehensive manner alongside the exiting traffic light-controlled junction (Trelawney Avenue / High Street Langley) which will also ensure the traffic light phasing is appropriately adjusted and optimized.
- 13.8 The site would be accessible from two existing access points on site through Trelawney Avenue and High Street Langley. An indicative plan has been provided by the applicant to provide a gate access to the Trelawney Avenue access point, under the undercroft area for the residents of the development as well as a pedestrian gate and path to allow for pedestrian access. Furthermore, a gate to High Street Langley will provide vehicular access only to the owners of the garages to Randall Close which benefit from the Right of Way Access easement. Additionally, there will be an increase to the width of this area to 5m, and the provision of a pedestrian pathway and pedestrian access gate to this location also, following SBC Highways comments. These amendments in the view of officers will prevent the High Street Langley access from being used by vehicles to bypass traffic. A condition will be added to ensure that further detailing as to the operation of the gated accesses be provided through a Car Parking Management Plan.

With respect to the High Street Langley access to the east, it is understood that this area is a Right of Way, and therefore is retained for access purposes. Officers consider that the use of gated access to the Trelawney Avenue access to the north and High Street Langley to the east will prevent rat running through the site. Section 106 contributions to the sum of £3,000 have been agreed with the applicant to ensure that amended waiting restrictions (Traffic Regulation Order) outside the site and access junction along High Street to ensure access into the site (via High Street) can also be used as a turning head. As set out above, this access will be gated will provide vehicular access only for the garages to the west of the site on Randall Close which benefit from this Right of Way easement, and not for

residents of the development. An exception to this is the driveways serving the four parking spaces for the cluster houses.

- 13.9 The applicant has confirmed that they will enter into a Section 278 agreement under the Highways Act (1980) with Slough Borough Council for the implementation of the junction works within the Highways work schedule.
- 13.10 The Local Highway Authority has analysed the trip generation as a result of the development and are content the proposed access junctions and surrounding streets can accommodate the relatively limited demand generated by the development.
- 13.11 In having regard to the above and the comments received from the Local Highway Authority, the proposal would cost effectively mitigate any significant impacts on the highway network and highway safety (NPPF para 114). The proposal would not result in a severe impact on the highway network or an unacceptable impact on highway safety (NPPF para 115). In addition, the provision of a signalised pedestrian crossing across Trelawney Avenue would improve road safety. The parking provision has been demonstrated to provide a level of parking appropriate to its location on the basis of Census Data. Based on the above, the proposal would comply with Core Policy 7 of the Core Strategy, Local Plan T2, and the requirements of the NPPF. Due to the improvement on road safety, the proposal would result in a limited – moderate benefit in the planning balance.

14.0 **Crime Prevention**

14.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.

14.2 Comments provided by the CPDA from Thames Valley Police have been provided. The comments have highlighted the following concerns:

- the proposed gated access from Trelawney Avenue resulting in members of the public trying to access the front doors of the coach houses.
- the un-gated access via High preventing the rear car parking area, communal access to the flats from being effectively secured.
- the entrance to ground floor accessible flat being set back under the building canopy having no surveillance and the entrance being shared with site-wide services.

The CPDA has recommended that details in relation to the following should be provided:

- the operation of the proposed gate should be provided, and the installation of an additional gate via High Street to prevent unrestricted access through the development.
- Details for postal/delivery access.
- Details for the bin and cycle store access.
- An access and strategy document to demonstrate how potential for crime and anti-social behaviour has been considered/mitigated.

- 14.3 It is considered by Officers that the site would benefit from natural surveillance to all sides of the site, with windows and balconies overlooking the car parking areas, which will contribute to deterring criminal activity.
- 14.4 With respect to access from High Street, an indicative plan has been provided to show an access control gate, with a pedestrian path to allow for separate pedestrian gated access. Whilst this plan is indicative, officers are satisfied that this provision would help to prevent unrestricted access to the private areas of the development. Additionally, a pedestrian path with a pedestrian gate has also been indicated to be provided through the indicative plan to the Trelawney Way access, which would seek to address any concerns of members of the public from trying to access the site through the front doors of the coach houses. Further details are to be provided through future applications (access and operation), as secured by condition.
- 14.5 In relation to the ground floor accessible unit and plant/cycle room access, an indicative plan has been provided to ensure that the entrance is not recessed, in order to prevent this entrance from being secluded. The entrance to the accessible ground floor unit has also been re-provided within the edge of the undercroft access in order to prevent any conflicts with access to the cycle store and plant room areas.
- 14.6 The location of the postal letter boxes has also been indicatively shown within the lobby area.
- 14.7 The indicative plan appears to address the issues raised and is being assessed in detail by Officers and if acceptable a suite of revised plans will be secured to reflect these requirements. An update will be provided on the Amendment Sheet to committee.
- 14.8 Details with respect to how the gates are used and accessed, it is considered by Officers that this element can be dealt with via condition. Further to this, the provision of an Access and Strategy document is requested by Officers, via condition. Details of postal and delivery access, and operation of the gates, and fob access, and internal compartmentation of the apartment building should be provided within this document. It is also considered that bin and cycle store access can be secured by condition.
- 14.9 As a result, a condition is included in the recommendation that will require the development to achieve a secured by design accreditation and no objections are raised as a result. As such, the proposed would comply with Core Policies 8 and 12 of the Core Strategy. Policy EN5 of the Slough Local Plan and the National Planning Policy Framework. Neutral weight is applied in the planning balance.
- 15.0 **Ecology and Biodiversity Net Gain**
- 15.1 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.
- 15.2 Paragraph 180 of the National Planning Policy Framework states that planning decisions should contribute to and enhance the natural and local environment and requires development to minimise impacts on biodiversity and provide net gains in biodiversity.

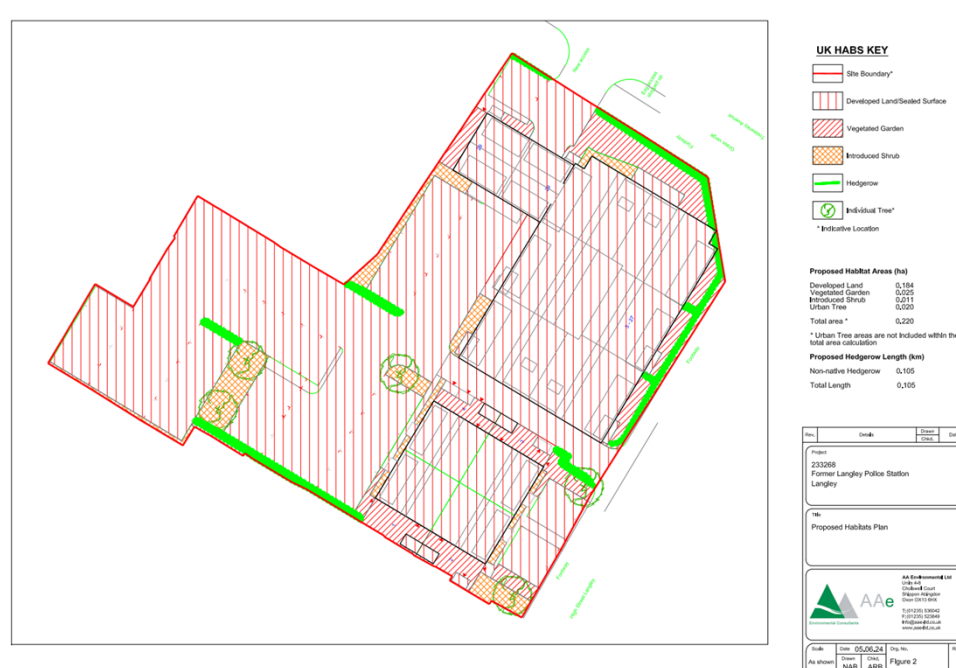
- 15.3 Core Policy 9 relates to the natural environment and also requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 15.2 With respect to considerations of development on the Burnham Beeches Special Area of Conservation (SAC), it is noted that the site falls outside of the 5.6km catchment area from this site and therefore no impacts are apparent on this area.
- 15.3 The application was submitted with an Ecological Report which has concluded that there are no habitats of importance that would be affected by the proposal, with the site overall being of low ecological value. There is no evidence of protected species on site. The assessment has suggested some mitigation and enhancement measures to be included within the development which includes native species for landscaping and wildflowers, raising of boundary fences to allow animals to pass underneath and inclusion of new habitats opportunities through nest boxes, bug hotels, bat boxes, hedgehog houses, pollinator nest sites.
- 15.4 It is considered that the inclusion of these recommendations are necessary to make the scheme acceptable in planning terms and a condition will be required to the mitigation and enhancement measures at secured. On this basis there would be no adverse impacts from the development in respect of habitat impacts.
- 15.5 In England, Biodiversity Net Gain (BNG) is now mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met (“the biodiversity gain condition”). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.
- 15.6 A Biodiversity Net Gain technical note has been provided by the applicant as a part of the application. To demonstrate that they would deliver a min. 10% net gain in biodiversity in respect to both area based and hedgerow based habitats as required by the Government’s Biodiversity Metric. This has been compared with a baseline image taken from Slough GIS 2019 Aerial Imagery.



Above image: Slough GIS Aerial Image 2019.



Above image: Existing Habitats Plan



Above image: Proposed Habitats Plan

- 15.9 The report concludes that based on the existing parameters, there would be an Area Habitats Biodiversity Unit Score of +0.13, which is a 92.09% increase from the existing baseline (+0.06). The Hedgerow Habitat Biodiversity Unit Score is 0.10. As the report conclusion states, the baseline hedgerow units are 0.00, and therefore, no percentage gain can be calculated. However, as no hedgerows were recorded on the site, the planting of non-native hedgerow is considered a significant improvement in terms of biodiversity on the site. The Assessment accordingly indicates that, based upon the minimum Landscaping Parameters, the overall development at the Former Langley Police Station site will also achieve a biodiversity net gain well more than 10% for both area and hedgerow habitats and therefore exceeding requirements. This will be secured by condition.
- 15.10 Based on the above assessment, the proposal would comply with Core Policy 9 of the Core Strategy and the requirements of the National Planning Policy Framework. Limited positive weight is applied to the planning balance.
- 16.0 **Air quality**
- 16.1 The application site is not located within an Air Quality Management Area (AQMA). Given that the immediate surrounding area of the site is predominantly residential, and the trip numbers associated with the development, it is considered that there would likely be a minor impact on air quality. At the time of writing this report, no comments have been received by the Environmental Quality Officer. Members will be updated of any comments made via the Amendment Sheet and, in anticipation of comments being received, a condition requiring the provision of a Construction Environmental Management plan would be provided to ensure

no adverse impacts would arise during the construction phase. At least 10% of the parking spaces will need to include EV charging provision with the remaining spaces served by a passive provision. This can be secured by condition.

17.0 **Contaminated Land**

17.1 At the time of writing this report, no comments have been received by the Contaminated Land Officer. Members will be updated of any comments made via the Amendment Sheet. Notwithstanding this, it is noted that comments were provided as a part of the extant scheme P/08979/002 dated 22/01/2021 which stated the following:

“Reviewed the information submitted with this application, together with our database of Potentially Contaminated Land sites. The proposed development is not located on a priority site identified as part of the Council’s Prioritisation Procedure. However, considering the previous use of the site as a garage and police station, and the proposal to introduce a more sensitive end user, I recommend that additional investigation, monitoring and risk assessment is carried out and phase 1 – 3 and remediation validation.”

17.2 Given that the previous consent has not been built out on site, Officers consider that the above comments from the previous application would be applicable to this scheme. Therefore, the above contamination conditions for additional investigation are to be inserted should the application be recommended for approval.

18.0 **Flooding and Surface Drainage**

18.1 The site is located within Flood Zone 1 and is therefore considered to be of a minimal flood risk. A Flood Risk and Drainage report has been submitted as a part of the proposal. Since April 2015, major developments have been required to provide measures that will form a Sustainable Drainage System. It has been recognised that Sustainable Drainage Systems (SuDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way.

18.2 The National Planning Policy Framework (2023) states within that the surface run-off from site cannot lead to an increase from that existing. Slough’s Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off. Paragraph 169 of the NPPF 2023 requires major developments to incorporate SuDS unless there is clear evidence that this would be inappropriate.

18.3 Core Policy 8 of The Slough Local Development Framework, Core Strategy, Development Plan Document states that development must manage

surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

- 18.4 Following review of the flood risk assessment and drainage strategy submitted, the Lead Local Flood Authority and Thames Water have raised no objections subject to conditions, and as a result, there are no objections in planning terms subject to appropriate conditions to secure the SuDS drainage scheme.

19.0 **Affordable Housing and Infrastructure**

- 19.1 Core Policy 4 of the Slough Core Strategy sets out that for all sites of 15 dwellings (gross) or more will be required to provide 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

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.

- 19.2 The application is liable to affordable housing provision and financial contributions, it was not accompanied with Viability Assessment.

- 19.3 In accordance with the Slough Developer's Guide Part 2 (2017), this scheme results in the following contributions being sought:

Affordable Housing

The application proposes 29 units. Of these units, 9 are proposed as on-site affordable housing units equating to 31% of the development which would align with the requirements as set out in the developers guide. The proposed tenure mix for affordable housing is as follows:

- 5 x 1-bed apartments (2 x Slough Affordable Rent; 3 x Slough Living Rent)
- 2 x 2-bed apartments (2 x Slough Living Rent)
- 2 x 2-bed coach houses (2 x Shared Ownership)

The scheme includes the provision of 9 affordable housing units and as these are considered to be a significant benefit of the scheme. The level of provision and mix of tenures is compliant with the Developer's Guide and it is considered a significant benefit that the stock will include 4no 3-bed houses, and 2no 2-bed coach houses.

Education

In accordance with the Developer's Guide and on the basis of the housing mix proposed, the following contributions towards education will be required:

3-bed houses – 4no x £13,182 = £52,729

1-bed flats – 9no x £902 = £8,122
2+ bed flats – 20no x £4829 = £96,572

Total = £157,423

This amount is split as contributions across the following sectors:

Early Years Contribution	= £8,397
Primary Years Contribution	= £86,163
Secondary Years Contribution	= £32,358
Post-16 years Contribution	= £21,235
SEN Contribution	= £9,270
Total	= £157,423

The applicant has submitted a Technical Note which asserts contributions are not required across primary and secondary sectors. The Technical Note has been assessed by the Local Education Authority who have not accepted the findings of the Technical Note. Officers have since been in negotiations with the applicant who have increased their offer to include all sectors other than primary years contribution. The application proposes the following amount for education:

Early Years Contribution	= £8,397
Secondary Years Contribution	= £32,358
Post-16 years Contribution	= £21,235
SEN Contribution	= £9,270
Total	= £71,260

To clarify, this is not an amount formed on the basis of viability considerations but the amount formally proposed by the applicant.

The education contribution is less than required under the Developer's Guide. This will be balanced accordingly as part of planning considerations and having regard to the policy compliant provision of onsite affordable housing.

Recreation/Open Space

It is noted that amenity space is provided on site for the 4 cluster homes (private garden), ground floor flats (5 patio gardens) and first and second floor flats, and no amenity provided for 6 of the flats (third floor) and the 2 coach houses. As noted in the report, there is a shortfall of amenity space for the units provided with private amenity, and no amenity provided for 8 units. Therefore, there would be 17 units which are provided with no amenity/insufficient amenity areas. It is noted that there is public amenity space provided nearby the site through Kedermister Park.

Therefore, given this, a contribution of £12,750 (17 units x £750) to mitigate against the impact on local parks providing contributions towards future works/maintenance/improvements towards Kedermister Park (adjacent to the site) which has been agreed with the applicant.

Highways

19.4 The applicant will be required to enter into a Section 278 agreement with Slough Borough Council for the construction of the site access junction.

19.5 A section 106 contribution of £40,882 has been agreed with the applicant, towards the provision of the signalised pedestrian crossing across Trelawney Avenue (£37,882) and for upgrades to restrictions on the eastern side of the carriageway of High Street Langley (£3,000).

The proposed highways works are necessary to ensure the proper implementation of the scheme and its long term management and maintenance, the detail of the work will be part of the Section 278 Agreement.

Public Realm

19.6 A contribution of £10,000 has been agreed with the applicant towards landscaping improvements to the public realm at the corner of Trelawney Avenue to improve the immediate public realm to provide a more appropriate setting for a higher density residential development.

19.7 Based on the information assessed, such obligations are required to ensure the proposal will have acceptable impacts. The obligations would comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

20.0 **Section 106 Obligations**

20.1 Based on the assessment carried out in this report, the proposal would invoke the following planning obligations which will be secured as part of the Section 106 Agreement:

Financial:	
Parks and Open Space	£12,750
Public Realm works	£10,000
Highways	£37,882 - towards the provision of the signalized pedestrian crossing across Trelawney Avenue £3,000 - for upgrades to restrictions on the eastern side of the carriageway of High Street Langley
Education	£71,260

Non-Financial:	
Affordable Housing	9 affordable units (31%)
Highways	S278 works- to ensure proper implementation, and long term works and maintenance of works to be details

20.2 The above obligations have been assessed throughout this report as required to ensure the proposal will have acceptable impacts. The obligations would comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

21.0 Equalities Considerations

21.1 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 (e.g.: 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).

21.2 The proposal would be required to meet with Part M of the Building Regulations in relation to space standards and occupation by those needing wheelchair access. The layout plans shows that the ground floor units proposed will be constructed to meet Part M of Building Regulations requirements, with two accessible units for wheelchair users provided. In relation to the car parking provisions, the plans show the provision of two disabled spaces that is closely located to access points to the building, Internal corridors are designed to accommodate the needs of residents and visitors with disabilities.

21.3 It is considered that there would be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg:

people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction would have the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects which will be secured by condition.

21.4 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.

22.0 **Other Matters**

22.1 It has been noted within the report that issues and objections have been raised by Councilors in relation to the proposed scheme. The salient points have been addressed within the report and through SBC Highways officer comments. Notwithstanding this, for clarity, officers have provided a brief direct response to the points raised below:

1. Consider it as a secured gated development like Aldenham close and Gibson court, by securing the premises we can protect the residents and less burden to SBC/TVP.

Officer comment: Through an amended indicative plan, the site is secured by gated entrances through Trelawney Avenue and High Street Langley.

2. Consider a new box junction or Keep Clear box at the front of development on Trelawney Avenue.

Officer comment: SBC Highway have set out within their comments that keep clear markings may be required as a part of the audit process (Stage 1 Road Safety Audit). If required then this will be secured as part of the S.728 Agreement. The amended plans also show that a vehicle priority system will be provided for the undercroft to this access. Vehicles entering the undercroft will have priority over vehicles leaving the site to ensure no queues back onto Trelawney Avenue.

3. We need to have entrance and exit separately to/from the development for better traffic movement, possibly entrance from site is onto Trelawney avenue and exit from site through Langley high street slip road. Please refer to picture 1 below.

Officer comment: officers have not requested this in order to stop this area from being used as a "rat run" for traffic to and from the A4. The accesses will have gated access. Furthermore, the slip road is currently a School, Street and we would not want there to be a conflict with this initiative

4. While considering traffic movement from/to the site, please note these potential issues which may be caused under the below circumstances:
 - What will happen while traffic leaving the site into Trelawney avenue towards Library.
 - What will happen while traffic leaving the site into Trelawney avenue towards Langley High street.

- While traffic entering from Langley high street then into Trelawney avenue then into site.
- While traffic entering from Randall Close/Library through Trelawney avenue into the site.

Officers comment: From SBC Highways comments, it is not considered that the development would generate traffic that would result in vehicle queues or a noticeable increase in congestion.

5. Explore options if we need to remove bollards and connect Langley High street slip road to Trelawney avenue. Please refer to picture 2 below

Officers comments: This would not mitigate any impact as a result of the development and is not being proposed by the developer. It is therefore not incumbent on the applicant to explore this. Furthermore, a section 106 agreement is currently being negotiated in order to secure contributions for public realm improvements to this area (£10,000) and towards the provision of a signalised pedestrian crossing across Trelawney Avenue between the site access and Langley High Street (£37,882).

6. Note that we have School street already implemented by Holy Family catholic school.

Officers comments: Officers are aware of the school within close vicinity of the site accessible from High Street Langley.

7. Please ask highway officers to visit the site and drive around during school run timings to understand the current traffic issues at this site. Currently the green light stays only for 3 seconds at the junction of Langley high street/Trelawney avenue hence it is taking 30 to 45 min to leave Trelawney avenue and to enter Langley High street. Vehicles can be seen being queued from Langley library till Langley high street junction for 40 minutes.

Officers comments: SBC Highways have conducted visits to the site on 5th June and understand the existing traffic issues. It is predicted there would be 16 two-way vehicle trips during the AM Peak Hour (08:00 – 09:00) and 16 two-way vehicle trips during the PM Peak Hour (17:00 – 18:00). This would equal 1 vehicle trip every 4 minutes which is not considered likely to result in vehicle queues or a noticeable increase in congestion. The site's previous use as a police station is estimated to have generated 13 two-way and 12 two-way vehicle trips in the AM and PM Peak Hours and therefore the net increase would only be 3 and 4 vehicle trips compared to the site's previous use.

8. Consider S106 contributions to resurface Trelawney avenue and to develop surrounding leisure facilities at Langley memorial park and at Kedermister park or to have more trees planted in Langley

Officers comments: resurfacing Trelawney Avenue is not required to make the development acceptable. In accordance with the Developer Contributions and Affordable Housing (Section 106) Developer's Guide Part 2, officers have agreed financial contributions of £17,750 towards future works/maintenance/improvements towards Kedermister Park).

23.0 **Planning Balance**

23.1 The application has been evaluated against the Local Development Plan and the National Planning Policy Framework 2023 (NPPF) and the Local Planning Authority (LPA) has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”

23.2 The LPA 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 of the NPPF and refined in case law, should be applied.

23.3 In the application of the appropriate balance, it is considered that there are some benefits from the scheme, these include the following:

- The provision of 29 residential units together with the provision of policy compliant 9 onsite affordable housing units in a sustainable location should be given moderate positive weight.
- The proposal will bring a former redundant site back into use, making the best use of previously developed land which is a benefit that should be afforded limited positive weight.
- The provision of biodiversity net gains provides limited positive weight.
- Economic benefit from the construction phase provides limited positive weight.
- Provision of a new pedestrian crossing across Trelawney Avenue provides limited – moderate positive weight.

The following impacts were identified:

- Under provision of education contributions of approximately £86,163 provides moderate negative weight in the planning balance.

23.4 Therefore, in coming to a conclusion, Officers have given due consideration to the benefits of the proposal in providing a net gain of 29no. dwellings (with 9 onsite affordable units) towards the defined housing need at a time where the Council is unable to meet housing needs within the Borough, as well as, some biodiversity, economic, and brownfield re-use benefits. These factors create a range of limited to moderate benefits which weigh in favour of the development in the planning balance.

23.5 On the basis of the arguments above, it is considered that the benefits of the current scheme would significantly and demonstrably outweigh the identified adverse impacts when assessed against the policies in the Local Development Plan and the National Planning Policy Framework taken as a whole.

24.0 **PART C: RECOMMENDATION**

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

A) Approval subject to:

- (i) Receiving amended plans to address crime prevention & design pursuant to the indicative plan provided.
- (ii) The satisfactory completion of a Section 106 Agreement to secure on -site affordable housing, Parks and Open Space Contributions, Education Contributions and highways works, highway contributions, Traffic Regulation Order on adjacent streets and public realm contributions which are required to mitigate the impact of the development.
- (iii) Finalising conditions and any other minor changes.

or

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 24th January 2025 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

25.0 **DRAFT CONDITIONS AND INFORMATIVES**

1. Time Limit

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

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

2. Approved Plans

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

- (a) Drawing No. 022304-ELS-01 Revision C, dated 27/06/2024, received 27/06/2024
- (b) Drawing No. 022304-ELS-02 Revision D, dated 27/06/2024, received 27/06/2024
- (c) Drawing No. 022304-ELS-03 Revision B, dated 24/06/2024, received 24/06/2024
- (d) Drawing No. 022304-ELS-04, dated 07/09/2024, received 25/04/2024
- (e) Drawing No. 022304-ELS-APT-E1 Revision A, dated 20/06/2024, received 27/06/2024
- (f) Drawing No. 022304-ELS-APT-E2 Revision A, dated 27/06/2023, received 24/06/2024

- (g) Drawing No. 022304-ELS-APT-P1 Revision B, dated 26/06/2023, received 27/06/2024
- (h) Drawing No. 022304-ELS-APT-P2 Revision A, dated 20/06/2023, received 24/06/2024
- (i) Drawing No. 022304-ELS-APT-P3 Revision A, dated 20/06/2023, received 24/06/2024
- (j) Drawing No. 022304-ELS-APT-P4 Revision A, dated 20/06/2023, received 24/06/2024
- (k) Drawing No. 022304-ELS-APT-SEC01 Revision A, dated 20/06/2023, received 24/06/2024
- (l) Drawing No. 022304-ELS-CS01, dated 06/09/2023, received 25/04/2024
- (m) Drawing No. 022304-ELS-PER01 Revision A, dated 21/03/2024, received 25/04/2024
- (n) Drawing No. 022304-ELS-SS01 Revision B, dated 24/06/2024, received 24/06/2024
- (o) Drawing No. 022304-ELS-SS02 Revision B, dated 24/06/2024, received 27/06/2024
- (p) Drawing No. 022304-ELS-T01-E1, dated 14/11/2024, received 25/04/2024
- (q) Drawing No. 022304-ELS-T02-E1, dated 14/11/2024, received 25/04/2024
- (r) Drawing No. 022304-ELS-T01-P1, dated 06/09/2023, received 25/04/2024
- (s) Drawing No. 022304-ELS-T01-P2, dated 06/09/2023, received 25/04/2024,
- (t) Drawing No. 022304-ELS-T01-P3, dated 06/09/2023, received 25/04/2024
- (u) Drawing No. 8302/ASP5/LSP, dated 19/03/2024, received 25/04/2024,
- (v) Drawing No. Tree condition survey, arboricultural implications assessment and protection recommendations, dated 03/2024, received 25/04/2024
- (w) Drawing No. RP02-23454A-R1 - Air Quality Constraints and Opportunities Appraisal, dated 14/11/2023, received 25/04/2024
- (x) Drawing No. Design & Access Statement, dated 03/2024, received 25/04/2024
- (y) Drawing No. Ecological Report, dated 21/04/2024, received 25/04/2024
- (z) Drawing No. Energy and Sustainability Statement Revision B, dated 21/03/2024, received 25/04/2024
- (aa) Drawing No. Flood Risk Assessment and Drainage Strategy Revision B, dated 03/2024, received 25/04/2024
- (bb) Drawing No. P01-23454A-R2 – Noise Assessment Revision B, dated 19/03/2024, received 25/04/2024
- (cc) Drawing No. Transport Statement, dated 21/03/2024, received 25/04/2024
- (dd) Drawing No. Technical Note: Biodiversity Net Gain, dated 06/2024, received 06/06/2024
- (ee) Drawing No. The Statutory Biodiversity Metric Auditing and accounting for biodiversity Tool, dated n/a, received 06/06/2024
- (ff) Drawing No. Daylight & Sunlight Report (revised), dated 04/07/2024, received 04/07/2024
- (gg) Drawing No. 022304-ELS-SAN01 (revised), dated 11/07/2024, received 11/07/2024

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. Obscure glazed windows

The two windows in the flank brick wall of the south facing elevation at roof level of the apartment block hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority.

REASON To minimise any loss of privacy to adjoining occupiers.

4. External Materials

Notwithstanding the details in the approved plans, no development shall take place above ground level, until details of the proposed external facing materials, including any paint colours, glazed facades and, balcony details, roof material of the buildings hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be used or occupied prior to the implementation of the approved details and retained thereafter.

REASON: To ensure a satisfactory external appearance of the development and to respect the setting of nearby listed buildings in accordance with Policies EN1 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework 2023.

5. 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 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.

6. Surfacing Materials

Notwithstanding the details in the approved plans, no development shall take place above ground works level, until details of the proposed external materials to be used in the construction of the access road, car park, pedestrian pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a variation of different materials for the access roads, car parking spaces, and pedestrian walkways. The development shall be carried out in accordance with the details approved and retained thereafter.

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

7. Secured By Design

No development shall take place above slab level until written details as to how the development will achieve the Secured by Design Award shall be submitted to and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details and shall not be occupied or used until confirmation of that said details has been received by the Local Planning Authority.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in the National Planning Policy Framework 2023.

8. Construction Environmental Management Plan

No development shall begin until details of a Construction and Environmental Management Plan 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:

1. A site set up plan displaying hoarding/fencing extents, 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 (to a minimum Euro 6/VI Standard) 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 07:00 – 10:00 and 16:00 – 19:00, and outside of 14:30 – 15:30 where the development is located in proximity to a school.
4. 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.

5. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
6. Details of dust control measures and wheel washing facilities to be provided on site.
7. 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>.
8. Measures for the control of noise
9. Measures for control of surface water run off
10. Proposed method of piling for foundations if applicable
11. Confirmation that machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance.

The development shall be carried out in accordance with the approved scheme or otherwise, as agreed 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, and the guidance set out in the National Planning Policy Framework 2023.

9. Phase 1 Desk Study

Development works shall not commence until a Phase 1 Desk Study (DS) has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for Land Contamination: Risk Management, and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

REASON To ensure that the site is adequately risk assessed for the proposed development, this is in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. Intrusive Investigation Method statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the

further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11. Quantitative Risk Assessment

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

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

12. Remediation Validation report

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

REASON To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026 Development Plan Document, December 2008.

13. Noise mitigation – TBC by EQ

Notwithstanding the details in the approved plans, no development shall take place until full details of the glazing and ventilation strategy, including detailed façade sound insulation calculations to BS8233:2014 have been completed with details of the required glazing specification. In addition a ventilation scheme is required to provide permanent background ventilation to each room. Details of the ventilation system including performance, installation, maintenance and layout must be submitted and approved in writing by the Local Planning Authority. The works shall then be carried out in accordance with the approved details.

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

14. Surface Water Drainage

Before any above ground works commence a detailed design of surface water drainage scheme for the site 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.
- 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 the NPPF and Core Policy 8 of the Core Strategy by ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

15. Piling

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

REASON: To prevent any potential to impact on local underground water and sewerage utility infrastructure ensure that any ground and water contamination is identified and adequately assessed, to safeguard the environment and to ensure that the development is suitable for the proposed use in accordance with Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2023).

16. Obscure glazed windows

The two windows in the flank brick wall of the south facing elevation at roof level of the apartment block hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority.

REASON To minimise any loss of privacy to adjoining occupiers.

17. Indicative Plan

Prior to the commencement of the development, details as set out within indicative drawing no. 022304-ELS-SAN01 received on 09/07/2024, shall be submitted to and approved in writing by the Local Planning Authority setting out the following:

- Gated accesses for the entrances off Trelawney Avenue and High Street Langley
- Postal letter box details
- Signage for priority vehicular access/zebra crossing for access entering from Trelawney Avenue

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 in accordance with Core Policies 7, 8 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in the National Planning Policy Framework 2023.

18. Vehicle Access

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

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

19. Cycle Parking

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

20. Construction 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:

9. A site set up plan displaying hoarding/fencing extents, 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.
10. Confirmation the CLOCS and FORS management processes will be implemented on site.
11. 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.
12. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and outside of 1400 – 1530 due to the operation of the School Street at Holy Family Catholic School.
13. 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.
14. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
15. Details of dust control measures and wheel washing facilities to be provided on site.
16. 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 2023.

21. Soft Landscaping and Biodiversity net gain

The development hereby approved shall not be first occupied until full details of soft landscaping proposals, including details of how the patio gardens to the ground floor flats will be landscaped, pursuant to the arboricultural report, Biodiversity Net Gains Technical Note and approved plans have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out no later than the first planting season following completion of the development., 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 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 in the interests of providing net gains in biodiversity in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and 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

22. Landscape Maintenance

The development hereby approved shall not be first 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 shown on the approved landscape plan, and should include a time scale for the implementation and be carried out in accordance with the approved details and retained thereafter.

REASON To ensure the long term retention of landscaping, in the interests of the visual amenity of the area and in the interests of providing net gains in biodiversity in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and 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

23. Boundary treatment, walls, fences and gates

Notwithstanding the details in the approved plans, no part of the development hereby approved shall be occupied until details of the proposed boundary treatment including position, external appearance, height and materials for the patio garden and cluster home private garden areas have been submitted to and approved by the Local Planning Authority.

The works shall be carried out in accordance with the approved details on site prior to the first occupation of the development and retained thereafter.

REASON In the interests of the visual amenity of the area and accordance with saved policies EN1 and EN3 of The Local Plan for Slough 2004.

24. 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/08979/003(012) FLOOD RISK AND DRAINAGE REPORT 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

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, December 2008.

25. Visibility Splays

No other 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

26. EV Charging Points

Prior to the occupation of the approved development, details of the 29 active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase), together with details of power supply and cable provision; 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 dwellings 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 2023.

27. Car Parking Management Plan

Prior to the occupation of the development, a Car Parking Management Plan shall be submitted and approved by the Local Planning Authority detailing the management strategy for car parking spaces and access to the gates for the site access junctions. The CPMP shall ensure that key fobs for the A4 service road are only issued to garage owners.

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

28. 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.

REASON: To ensure that adequate refuse storage is provided to serve the development.

29. Ecology enhancement

None of the dwellings hereby approved shall be occupied until details have been submitted to and approved in writing by the Local Planning Authority of proposed measures to secure biodiversity enhancements at the site in accordance with the recommendations and conclusions of the Ecological Report from AA Environmental Ltd Ref 233268, dated 03/2024, received 25/04/2023. The measures shall include raised boundary treatments to garden areas to allow passing for animals. The works shall be carried out in accordance with the approved details and be in place prior to the development being fully occupied.

Reason: To ensure that the development provides biodiversity enhancements in line with its recommended measures in the interests of 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 2023.

30. Privacy screening:

Prior to the first occupation of the development hereby approved, details of the privacy screening to each side of the balconies to the north elevation of the apartment 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.

Approved plans for the access of development:

31. 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 any external site lighting. 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.

Removal of permitted development to create new dwellings

32. No additional windows

Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), no windows /dormer windows / rooflights other than expressly authorised by this permission shall be constructed on the buildings hereby approved.

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

33. Access

Access to the development shall be carried out in accordance with the approved plans (and as refined by the highways agreement) and be completed prior to first use of the development hereby approved and retained thereafter.

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.

34. No PD 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.

35. Permitted Development Rights Removed

Notwithstanding the terms and provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (As amended) (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D and E, no extension(s) to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON The rear garden(s) and parking areas are considered to be only just adequate for the houses of the size proposed. It would be too small to accommodate future development(s) which would otherwise be deemed to be permitted by the provision of the above order. In the interests of ensuring the limited parking provision is unaffected through future development and ensuring amenity standards are retained in accordance with Policies EN1, T2 and H14 of The Adopted Local Plan for Slough 2004.

Photovoltaic panels / solar panels

