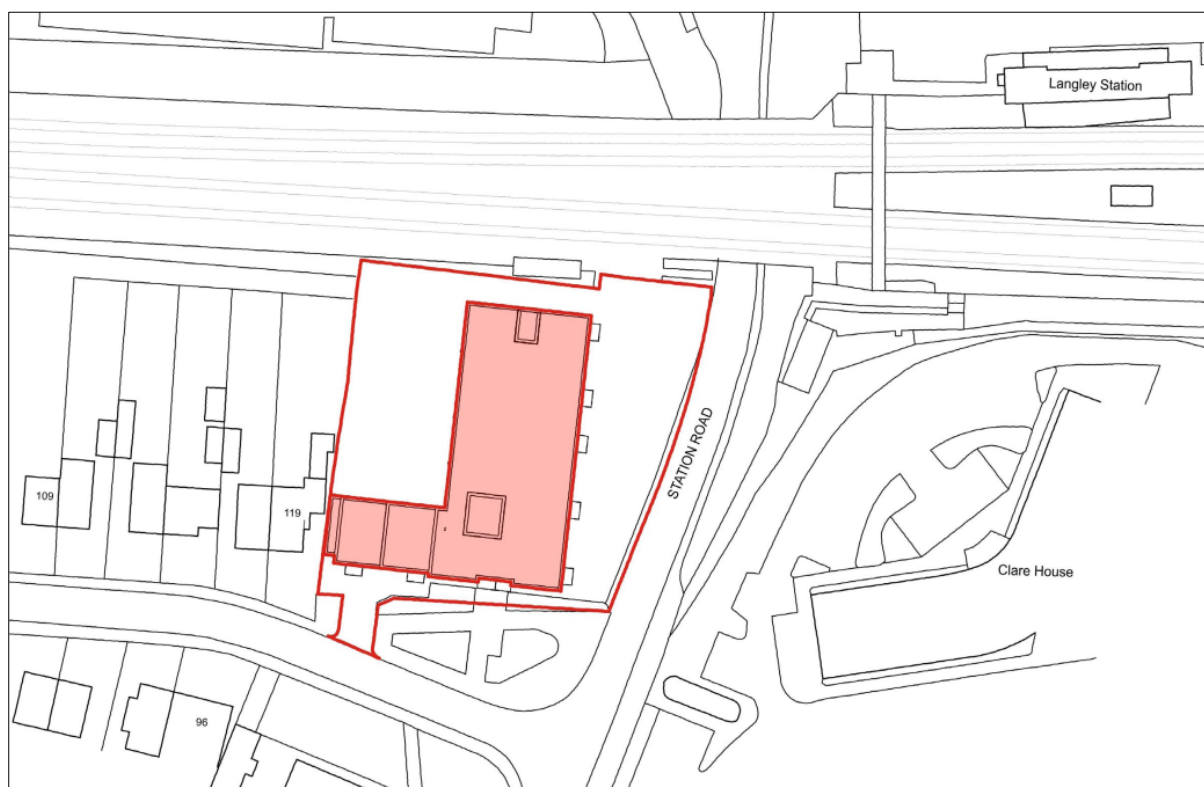


Registration Date:	28 November 2024	Application No:	P/01272/024
Officer:	Martin Cowie	Ward:	Langley St. Marys
Applicant:	C/O Agent, Redsky Willow Tree Ltd.	Application Type:	Major
Agent:	Eleanor Cannon, Savills, 33 Margaret Street, London, W1G 0JD		
Location:	Former Willow Tree Public House, 62 Station Road, Langley, Slough, SL3 8BT		
Proposal:	Retrospective application for a part 1, part-2, part-3, part-4 and part 5-storey building containing 51 flats (Use Class C3) together with associated lift overrun and roof access, refuse storage, cycle parking and landscaping works. Additional works are also proposed including the installation of cycle storage, green roof, photovoltaic panels, electric charging infrastructure, a door to replace window on southern elevation of refuse store and further landscaping works.		

Summary of Recommendation: Delegate to Planning Manager for Refusal



1.0 **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 Manager for refusal for the following reasons:

1. The scale, bulk and design of the building is detrimental to the character and appearance of the surrounding area contrary to Core Policies 1 and 8 of the Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008, Policy EN1 of the Adopted Local Plan for Slough 2004 (Saved policies) and the National Planning Policy Framework 2024.
2. The scale, bulk and design of the building is detrimental to the residential and visual amenities of occupiers of the development and neighbouring residents, contrary to Core Policies 1, 4 and 8 of the Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008, Policies EN1 and H14 of the Adopted Local Plan for Slough 2004 (Saved policies) and the National Planning Policy Framework 2024.
3. The application does not include any affordable housing, contrary to Core Policy 4 of the Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008, the Slough Developer Guide, and the requirements of the National Planning Policy Framework 2024.
4. Insufficient information has been submitted to be able to establish whether potential risks associated with land contamination on human health have been satisfactorily addressed, contrary to Core Policy 8 of Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008 and the requirements of the National Planning Policy Framework 2024.
5. Insufficient information has been submitted to be able to establish whether potential noise impacts on occupiers of the development have been satisfactorily addressed, contrary to Core Policy 4 of Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008, and the requirements of the National Planning Policy Framework 2024.
6. No legal agreement has been entered into by the applicant, by way of a Section 106 agreement, for the provision of affordable housing and funding of off-site infrastructure including education,

recreation, and transport related matters contrary to Core Policies 4, 7 and 10 of the Slough Local Development Framework Core Strategy 2006 – 2026, Development Plan Document, 2008, Slough Borough Council’s Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106), advice in the National Planning Policy Framework 2024.

- 1.2 In line with the current scheme of delegation, this application is to be determined by the Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 Context

- 2.1 As highlighted in the planning history below, in August 2021 an application (ref: P/01272/12). for a development of up to 5-storeys comprising 41 flats, 28 car parking spaces and associated landscaping was allowed on appeal (ref: APP/J0350/W/20/3265173 – See Appendix 1). The applicant subsequently acquired the site and began construction works alongside applying to discharge a number of planning conditions attached to the consent.
- 2.2 In June 2023, the applicant applied to amend the appeal scheme (ref: P/01272/017). This entailed the repositioning of the site access, a secondary fire escape stair, and changes to the unit mix, layout and elevations of the building. The overall number of homes and car parking spaces remained the same at 41 and 28 respectively. This application was approved under delegated powers 4th August 2023.
- 2.3 Later in August 2023, the applicant submitted a new application for a development of up to 6-storeys comprising 53 flats and 28 car parking spaces and associated landscaping (ref: P/01272/020). This was a part retrospective application as substantive works had already commenced on site. The proposals were subsequently superseded by amended plans proposing a scheme of 47 flats in May 2024.
- 2.4 Whilst this application was being considered, works continued on-site which didn’t appear to reflect the original consents. The Local Planning Authority informed the applicant to stop work until the application was determined, however this advice was ignored and construction work continued. In November 2024, the application was withdrawn and the current application submitted for retention of the development as-built, and additional works. It is understood that the development is occupied.
- 2.5 The original application allowed on appeal was refused by the Local Planning Authority on the basis that it was considered that the proposed development would have an urbanising effect, constitute overdevelopment

and would be detrimental to the suburban character of the area and neighbouring residential amenity.

2.6 In allowing the appeal, the Inspector concluded the proposals conflicted with the development plan and, in particular, would harm the living conditions of neighbouring occupiers with regard to privacy. However, on balance, having regard to the limited extent of harm, and the benefit associated with the delivery of new housing in a sustainable location, the Inspector considered the proposals acceptable. The following points highlighted in the Inspectors decision letter are particularly relevant:

- *“...while the building would undoubtedly urbanise the site and alter the character of the area, the gradual stepping up of the building would result in a sensible transition between the suburban character of Alderbury Road and the commercial character of Station Road. Consequently, the scale and massing of the scheme would not harm the character and appearance of the area”.*
- *“The building would be clad primarily in brick with full height windows and flat roofs which would result in a contemporary appearance. However, given the modern appearance of Clare House and Langley Business Centre, this aspect of the proposal would not be out of keeping. In addition, the use of brick and transition to single storey massing would echo elements of the buildings along Alderbury Road. While I acknowledge the reference to layout in the reason for refusal, the ‘L’ shape of the proposed building would reflect the corner position of the site and result in active frontages along both streets. Therefore, the appearance and layout of the proposal would not harm the character and appearance of the area.”*
- *“The proposal would adversely affect the living conditions of the neighbouring occupiers of Nos 117 and 119 with regard to privacy. However, the proposal would affect the privacy of the occupiers of the garden areas rather than the internal spaces. In addition, the proposed obscure glazing would restrict views to those gained when stood in close proximity to the windows and the proposed trees along the boundary would partially mitigate the remaining harm. Therefore, since the harm would be limited, I attribute limited weight to the conflict with CS Core Policy 8.*

2.7 In determining the current part-retrospective application, the consented schemes are important material considerations as they essentially establish a benchmark upon which the latest proposals can be measured against. The current application does, however, still need to be considered on its own merits and an assessment undertaken based on national and local planning policy and guidance and a balanced approach.

2.8 The current proposals are based on the consented schemes but there are a number of key material differences. These in summary include:

- An enlarged site area, incorporating land to the rear originally assumed to be in Network Rail ownership, and land adjoining Station Road, subject to a highway safeguarding line.
- Ten additional flats and revised mix.
- Provision of full 5th storey with brick to match the floors below.
- Additional height and bulk on stepped part of frontage to Alderbury Road.
- Addition of lift plant room and stair access head on 5th storey roof level.
- Infilling of undercroft car parking and rationalisation of ground floor layout.
- Reduction in car parking spaces from 28 to 25.
- Provision of external communal space adjacent Station Road and other landscaping works.
- Revised cycle parking provision.

3.0 **Proposal**

3.1 The application seeks the retention of a part-1, part-2, part-3, part-4 and part 5-storey building containing 51 flats (Use Class C3) together with associated lift overrun and roof access, refuse storage, cycle parking and landscaping works.

3.2 It also seeks consent for additional works including the installation of cycle storage, green roof, photovoltaic panels, electric charging infrastructure, a door to replace a window on the southern elevation of the existing refuse store and further landscaping treatment.

3.3 The development presents a prominent 5-storey building on the corner of Station Road and Alderbury Road stepping down to part single-storey, adjacent No. 119 Alderbury Road. The building is flat roofed and incorporates a lift overrun and staircase access head which project noticeably above the main fifth floor rooftop. It has a contemporary appearance, constructed in a light buff and textured brick and featuring matching coloured full height windows and projecting metal balconies.



Photo of development as-built on corner of Station Road and Alderbury Road



Photo of development as-built from Station Road

- 3.4 The footprint of the building broadly reflects that of the consented schemes and effectively forms an 'L-shape', which extends the existing building line on Alderbury Road and creates a new building line along Station Road up to the railway embankment. The front of the development sits on Alderbury Road and incorporates a main pedestrian entrance, landscaping and a gated undercroft providing vehicular access to a parking court behind the building. Further landscaping has been undertaken to the rear, namely tree planting along the western boundary adjacent to the neighbouring house at No. 119 Alderbury Road.
- 3.5 The building is set back from Station Road behind a highway safeguarding line and its frontage here comprises a hard paved area enclosed by new

perimeter landscaping and metal railings. As part of the additional works proposed in the application, this area will provide external terraces for the ground floor flats on this side of the building, and a communal amenity space for all residents including a small lawn, tree planting and seating.

- 3.6 The development includes flat accommodation at all levels providing the following mix:

Type	No of units	%		%
1 bed 1 person	4	8 %	18 x 1 beds	35 %
1 bed 2 person	14	27 %		
2 bed 3 person	11	22 %	33 x 2 beds	65 %
2 bed 4 person	22	43 %		
Total	51	100 %		100%

- 3.7 One of the 2 bed 3 person flats is a wheelchair adaptable home sited on the ground floor. All other dwellings have been constructed to basic accessible standards and have step-free access. No affordable housing is provided nor proposed within the development. The flats comply with the internal space requirements set out in the National Space Standards but only 34 flats would provide private external amenity space in the form of either a terrace or balcony.
- 3.8 The block also accommodates a generous sized lobby, a refuse/recycling store adjacent to the undercroft, a cycle store and plant and maintenance rooms.
- 3.9 The development provides 25 car parking spaces including one disabled person bay. A number of parking spaces will be served by Electric Vehicle Charging points and further cycle storage facilities are proposed at the back of the building.



Plan of ground floor as-built



Plan of proposed ground floor

4.0

Application Site

4.1

The site lies in a prominent position on the corner of Alderbury Road and Station Road adjacent to a railway line to the north. Prior to its redevelopment, it accommodated a public house and restaurant, in a traditional 2/3-storey building. Alderbury Road is residential in nature and characterised by two-storey semi-detached dwellings.

4.2

Langley Railway Station is situated to the north-east across the railway line. Clare House, a four-storey commercial building, sits directly opposite

the site across Station Road to the east, adjacent Langley Business Centre. The wider area to the south of the railway line is suburban in nature.

- 4.3 Part of the site along Station Road is covered by a 'Road Widening Line', although there is currently no planned works scheduled. The site is also within a Controlled Parking Zone, limited to residents between 08:00-19:00 hours Monday to Saturday or waiting limited to 1 hour. The site is not within a Conservation Area and is in Flood Zone 1 where there is a low risk of flooding.

5.0 **Relevant Site History**

- 5.1 - P/01272/020

Redevelopment of site for a residential building up to 6-storeys in height to accommodate 47 flats with associated parking, amenity space, refuse storage and landscaping (amended description)

Withdrawn – 29.11.2024

- 5.2 - P/01272/017

Variation of condition 2 (drawings) of planning permission P/01272/012 dated 31/08/2021 repositioned site access, and alterations to include secondary fire escape stair, altered internal layout and alternative elevational treatment.

Approved with Conditions - 04.08.2023

- 5.3 - P/01272/012

Demolition of existing structures and redevelopment of the site for a part single through to a part five storey building to accommodate 41 residential units, with associated parking and amenity provision.

Refused - 19.08.2020

Appeal Allowed - 31.08.2021 (ref: APP/J0350/W/20/3265173)

- 5.4 - P/01272/011

Demolition of existing structures and redevelopment of the site for a part three, part four and part six storey building to accommodate 51 residential units, with associated parking and amenity provision.

Refused - 19.08.2020

- 5.5 It should be noted that there have been a series of applications to discharge planning conditions relating to the original permission – P/01272/012.
- 5.6 - P/00437/095
- Former Langley Business Centre, Station Road,
- Environmental Scoping Opinion request for development at Langley Business Park, Langley
- Decision pending – submitted 28.03.2024
- 5.7 - P/00437/093
- Langley Business Centre, Station Road, Langley
- Outline planning permission with the details of access, appearance, landscaping, layout and scale reserved for later determination. Demolition and redevelopment to comprise on plot (B) a data centre of up to 93,000 sqm gross, including ancillary offices and sub station; and plot (A) up to 9,650 sqm GEA to comprise one or more land uses comprising: up to 60 dwellings (Use Class C3); additional development in Use Classes: A1, A2, A3 (retail), A4 (public house), A5 (take away) and an energy centre. Development in plot (A) or plot (B) or both may also include: car parking; provision of new plant; creation of servicing areas and provision of associated services, including waste, refuse, cycle storage, and lighting; and for the laying out of the buildings; routes and open spaces within the development; and all associated works and operations including but not limited to: demolition; earthworks; provision of attenuation infrastructure, engineering operations. Development in plot (A) and plot (B) shall be in accordance with the approved Development Parameters Schedule and Plans (amended description).
- Approved with conditions - 29.01.2021
- 6.0 **Neighbour Notification**
- 6.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) six site notices were displayed within the vicinity site on 03/12/2024. The application was advertised via a press notice as a Major application in the 24/01/2025 edition of The Slough Express.
- 6.2 16 representations objecting to the application have been received on the following grounds:

- Development built without planning permission
- Developer is flouting the regulations
- Undermines integrity of planning system
- Overdevelopment of site
- Development causes overlooking/loss of privacy
- Overshadowing of neighbouring properties and loss of light
- Detrimental to quality of life locally
- Traffic congestion, lack of parking and local parking pressures
- Highway/pedestrian safety
- No affordable housing
- Need more family-sized homes
- Pressure on local service and amenities – GPs surgeries, schools, parks
- Neighbourhood security – additional crime/anti-social behaviour
- Need more family-sized homes.
- Letters of support are not genuine and from people across the Borough
- Lack of notification

Planning Officer comments:

The matters raised in these representations are in the main, considered as part of the assessment of the proposals in the main body of the report below. It should be noted however that in relation to concerns raised about the development having been constructed without planning permission. The applicant was strongly advised to stop any unauthorised work by the Local Planning Authority until and if a positive decision could be made in relation to the revised proposals submitted. All work undertaken by a developer without the appropriate permission is done so at their risk. Should permission be refused and any subsequent appeal dismissed, the Local Planning Authority would be able to begin enforcement proceedings.

In relation to the objection comments concerning the letters of support received, it should be noted that such support letters are online and include addresses. The Local Planning Authority must consider all representations received should they raise matters that are material to the planning process.

Regarding the point raised concerning the lack of notification, the planning application was advertised noted above via site notices and a press notice in accordance with the Local Planning Authority's published State of Community Involvement and national requirements.

6.5 116 representations raising no objection/supporting the application have been received for the following reasons:

- More housing needed
- Assists in addressing homelessness

- People shouldn't lose their homes
- Sustainable location
- Development is high-quality and attractive
- Makes area feel safer and provides passive surveillance
- Shops need more customers
- Supports local economy
- Keeps house prices down
- Stupid to pull down a new-build

Planning Officer comments:

6.6 Most of the matters raised in support of the application are similarly considered in the assessment of the application in the main body of the report. It should be noted however that whilst the Local Planning Authority clearly does not seek to lose homes, this understandable concern has had limited bearing on the recommendation made in the report. Unfortunately, the development has been constructed without the benefit of planning permission, contrary to the advice and the Local Planning Authority must consider the proposals on their merits having regard relevant planning policy and guidance. An equalities statement has been undertaken as part of this assessment.

6.7 It should also be noted that house prices are not a material planning consideration. In addition, whilst important matters, and noted by Planning Officers, supporting the local economy and shopping are not specifically addressed given the nature and size of the development. Clearly, any new residential development may have some local economic benefit from its construction, and access to local amenities/facilities, but this is dependent on a wider range of factors and has limited weight in determining this application.

7.0 **Consultations**

7.1 ***SBC Highways and Transport:***

- Introduction

The Local Authority Authority's (LHA) consultation response is provided below.

The 51 dwellings include an uplift of 10 dwellings as a result of changes made to the consented building during the construction phase.

- Vehicle Access

The LHA have no objection due to the vehicle access junction for the site, which was consented for the 41 dwellings previously consented (Application ref. P/01272/012). The application demonstrated a visibility

splay of 2.4m x 43m looking left and 2.4m x 28m looking right and this complied with the Manual for Streets requirement for the 30mph speed limit in place on Alderbury Road. The access is wide enough for two-way traffic flow.

The vehicle gates are setback 11.8m which would allow a car or a delivery van to wait for the gates to open without obstructing the flow of traffic on the highway.

This means a car or a delivery vehicle can wait outside the gates or unload without blocking the flow of traffic on Alderbury Road. Swept paths showing the turning circle are provided on Drawing No. 23246-MA-XX-DR-C-7000-P05 titled: *Swept Path Analysis Refuse and Delivery Tracking*'.

The LHA consider the application compliant with NPPF Paragraphs 115 – 117 which requires applications for development provide '*Safe and suitable access for all users*' and '*Allow for the efficient delivery of goods, and access by service and emergency vehicles*'.

- Section 106 Contributions and Mitigation

Site visits have been made where some pavement parking has been observed by transport officers on the verge. The LHA are satisfied the pavement car parking can be prevented and mitigated by the following mitigation/contributions:

- The developer is to enter into a **Section 278** agreement with the Council to provide physical obstacles to pavement parking such as knee rails, tree Planting, bollards and double kerbs etc. to prevent parking on the verges and footways. This will include the verge fronting the site at the Alderbury Avenue/Station Road junction where parking has been observed on the footway.
- Car Club Contribution of **£9,750** (£975 per dwelling).
- TRO and Car Parking Restriction/Parking Study contribution of **£6,000** to fund a Traffic Regulation Order (TRO) for the creation/upgrade of parking restrictions on the roads surrounding the proposed dwellings.
- Sustainable Transport contribution of **£18,658** (£365 per dwelling).
- **£12750** (£250 per dwelling) for public transport tickets or vouchers to spend at the local cycle shop.

These contributions are based on those agreed in relation to the appeal scheme allowed.

- SBC Car Club

The EQ Team have confirmed SBC will use the contribution towards establishing a council run car club nearby. This would cater for future

residents of the development who do not wish to own a car but require semi-regular access to a car. Research into car club impact has established that in 2022 each car club vehicle replaced 22 private vehicles (CoMoUK Annual Car Club Report 2022).

- Access by Sustainable Travel Modes

The LHA consider the site to benefit from excellent access via bus and rail which offers residents the opportunity to travel without using a car. The opportunity exists for some residents to live a car free lifestyle at this location. Slough Core Policy 7 states that: 'All new development should reinforce the principles of the transport strategy as set out in the council's Local Transport Plan and Spatial Strategy which seek to ensure that new development is located in the most accessible locations, thereby reducing the need to travel'

The development is located just 250m (2 minutes' walk) from Langley Railway Station. The Elizabeth Line offers 4 direct rail services per hour to a range of destinations between Reading and Canary Wharf, as summarised in the table below:

Destination from Langley	Journey Time	Frequency Per Hour
Reading	27 – 29 minutes	4 per hour
Maidenhead	13 minutes	4 per hour
Slough Town Centre	3 minutes	4 per hour
Hayes and Harlington	10 minutes	4 per hour
Southall	14 minutes	4 per hour
London Paddington	27 – 32 minutes	4 per hour
Bond Street	31 – 35 minutes	4 per hour
Farringdon	36 – 40 minutes	4 per hour
London Liverpool Street	39 – 43 minutes	4 per hour
Canary Wharf	45 – 48 minutes	4 per hour

Source: National Rail Journey Planner.

The nearest bus stops are 150 metres from the site (Langley Business Park), where the No. 3 Bus Service provides 2 buses per hour to Uxbridge, Iver and Slough Town Centre.

Further bus services are available from the Harrow Market Bus Stops which are 400m (5 minutes) walk from the site. Acceptable walking distance to a bus stop is considered to be 400 metres by the Chartered Institute of Highways and Transport (CIHT) within their document: '*Planning for Walking and Cycling, 2015*'.

The bus services available are summarised in the table below:

Bus Service	Destination (from Langley Business Park)	Journey Time	Frequency Per Hour
No. 3	Uxbridge	20 minutes	2 per hour
	Iver	6 minutes	2 per hour
	Slough Town Centre	16 minutes	2 per hour
	Destination (from Harrow Market)	Journey Time	Frequency Per Hour
No. 7	Britwell (Kennedy Park Shops)	33 minutes	2 per hour
	Farnham Road (Lidl)	28 minutes	2 per hour
	Slough Town Centre	15 minutes	2 per hour
	Heathrow Terminal 5	17 minutes	2 per hour
	Heathrow Bus Station	32 minutes	2 per hour

A range of facilities are also located within walking distance (800m, 10 minutes) including the following: Langley College, Marish Primary School, Budgens, Langley Post Office, The Orchard Surgery, McPharlands Chemists, Willow Pharmacy, a bakery, a laundrette, barbers, an opticians, Absolutely Fitness Gym, FreshCo Food Centre, Gill Food Centre and various takeaways.

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

- Trip Generation

The LHA would have no objection due to increased congestion/queue lengths as a result of vehicle trips generated by the proposed 51 dwellings. The application proposed 10 additional dwellings compared to the 41 dwellings previously consented (App Ref: P/01272/012).

The proposed 51 dwellings would be expected to generate a lower number of vehicle trips than the consented scheme given there are 3 less car parking spaces proposed. The trip rates provided in the TS forecast 10 two-way vehicle trips in the AM Peak (08:00 – 09:00) and 15 two-way vehicle trips during the PM Peak Hour (17:00 – 18:00). This is equivalent to 1 vehicle trip every 6 minutes and 1 every 4 minutes which would not have a noticeable impact on queue lengths given vehicles would depart/arrive at different times of day and given existing traffic levels on Station Road/Langley High Street.

The NPPF Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios'*.

- Car Parking On-Site

The LHA have no objection to the 51 proposed dwellings due to the number of car parking spaces proposed.

The site would provide 25 car parking spaces for 51 dwellings which provides a parking ratio of 0.49 spaces per dwelling (i.e. 49% of the 51 dwellings would have 1 car parking space and 51% of dwellings would have no parking spaces provided on site).

The proposed number of car parking spaces is a further reduction in provision compared to planning consent P/01272/012 where 28 car parking spaces were provided for 41 dwellings (0.68 spaces per dwelling).

The parking spaces provided meet the councils minimum size of 2.4m x 4.8m with a 6m aisle provided to facilitate vehicle manoeuvring.

The LHA do not expect the 51 dwellings proposed/constructed to cause an overspill of parked vehicles onto the surrounding roads given the s106 contributions towards mitigation which will prevent the parking issues previously observed and given the excellent public transport connections from the site which would allow some residents to live car free. Data from the enforcement team indicates that PCNs issued did spike after occupation of the dwellings but that enforcement has been effective in reducing the number of contraventions.

The LHA would require that a Car Parking Management Plan is secured by condition to ensure that parking spaces for the dwellings are not permanently linked to dwellings and can be reallocated to residents who need a car. This will prevent spaces being unused by dwellings which do not own/require a car on site.

- Car Parking Restrictions

Alderbury Road and Station Road are subject to double yellow lines and a loading ban along the development frontage. Further east on Alderbury Road car parking is controlled by a permit parking scheme for residents only and a single yellow line which restricts parking between 8am – 7pm.

- Car Parking On-Street (Alderbury Road)

Slough's parking enforcement team recorded a spike in parking contraventions on Alderbury Road during September and October, after the new development was occupied by residents. The number of Penalty Charge Notices (PCNs) issued rose in September and October and then fell in November and December. The number decreased to a similar number of PCNs issued in June, July and August.

The Parking Enforcement Team have stated they would not object to the development and are satisfied with the mitigation of parking infringements agreed with the developer.

The recorded PCNs are shown below:

Month	Number of PCNs Issued	Percentage of All PCNs Issued (8 months)
May 2024	12	4.0%
June 2024	33	11.0%
July 2024	37	12.3%
August 2024	30	10.0%
Sept 2024	52	17.3%
Oct 2024	75	24.9%
Nov 2024	29	9.6%
Dec 2024	33	11.0%
8 Month Total	301	100.00%
Monthly Avge	38	

- Blue Badge

1 of the 25 parking spaces will be marked and designed for blue badge users. This equals 4% of all parking spaces provided. This is below the 5% required by Inclusive Mobility (2021).

However, the LHA is willing to accept the provision of just 1 blue badge space on the basis that only 1 dwelling within the development is designed to be wheelchair accessible (Flat 5) and therefore 1 space caters for expected demand/occupancy.

Blue badges are held by 4.6% of the UK population (2.57 million people) according to DfT data released in March 2023.

- Electric Vehicle Parking

The LHA require the development to provide 25 active electric vehicle chargers. The Slough Low Emissions Strategy requires 1 active electric charger per dwelling where car parking spaces are allocated to dwellings.

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

- Cycle Parking

The LHA are satisfied that a suitable number of car parking spaces are proposed for the consented and proposed dwellings.

Secure storage for 51 bicycles is proposed which accords with the requirement of the Slough Developers' Guide to provide 1 secure and covered cycle parking space per dwelling to encourage the uptake of cycling within the borough.

- Deliveries, Servicing and Refuse Collection

Suitable bin storage has been demonstrated for the consented dwellings and additional dwellings. The bin storage and refuse collection arrangements have been previously consented under planning application no. P/01272/017.

The proposed bin storage is located within the 10m drag distance of the nearest point on the public highway where a refuse vehicle can wait. The Slough Developer's Guide sets a maximum drag distance of 10 metres for EuroBins.

- Summary and Conclusions

The LHA has no objection to approval of the proposed development on highways and transport grounds on the basis that the applicant mitigates potential impacts by agreeing to make s106 contributions and agrees planning conditions relating to a car parking management plan, number of car parking spaces, site layout, cycle parking, EV Charging and bin storage.

- Recommended Conditions

Electric Vehicle Charging:

Within 3 months of planning permission being granted retrospectively, the applicant shall submit details of the 25 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.

Cycle Parking:

Within 3 months of planning permission being granted, details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to the Local Planning Authority for approval in writing. 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.

Bin Storage:

The development shall provide bin storage has been provided in accordance with the approved plans and standards set out in the Slough Developers Guide, within 3 months of retrospective permission being granted.

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

Car Park Management Plan:

Within 3 months of planning permission being granted, the applicant shall submit a car parking management scheme to the local planning authority for approval in writing. The scheme shall include details to ensure parking spaces are not permanently linked to specific dwellings, how unused spaces will be reallocated to occupiers who need them, what happens when dwellings are sold, how electric charging point parking spaces are allocated, the equitable provision of spaces for affordable housing tenants, identification of visitor spaces, management of correct use of spaces.

Informative: Sec 106 obligation requires details of the scheme to be available to prospective purchasers.

REASON In the interest of the free flow of traffic and road safety on the nearby public highway. And to ensure optimum use of parking spaces and electric vehicle charging points re: sustainable development.

- *Recommended Informatives*

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

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

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

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

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

7.2 SBC Urban Design Advisor:

Concerns raised on grounds of design and appearance. Comments have been made by the Urban Design Advisor on this and the previous application in relation to the changes proposed following the consented scheme and are reflected in the planning assessment below.

7.3 SBC Contaminated Land Officer:

In reviewing the Town Planning Statement, dated November 2024 prepared by Savills, Contamination issues are briefly mentioned in paragraphs 6.84 to 6.85. This refers to one report in Appendix B, that is slightly mis-quoted and conclusions taken out of context - Main Investigation Report (Reference: 20918/MIR), dated June 2023 and prepared by Soils Limited.

I have previously reviewed this report back in 2023, and made the following recommendations, based on the findings of this report:
The intrusive site investigation detected exceedances of lead and benzo(b)fluoranthene in soil samples.

- Due to the likely potential sources of ground gases on site and nearby, it was established that six rounds of monitoring should be carried out. The monitoring was still ongoing at the time of this report. "At the time of reporting five more visits were scheduled. Combined monitoring locations would have to be reinstated and serviceable in order to carry out monitoring. The results of the ground gas risk assessment will be provided in an addendum once the monitoring locations are reinstated, and the regime is completed."
- Whilst the report met the requirements to discharge condition 7, at the time, there is still some remaining monitoring and assessments that had to be undertaken, in order to confirm that there is no residual risk associated with the development affecting the proposed human health receptors.

Based on the above, the information submitted with this application is insufficient from a land contamination point of view. Thus, the applicant should provide further information to confirm that all potential risks to human health have been considered and mitigated. This should include, but not be limited to:

- The additional data from the five ground gas monitoring sessions, followed by its interpretation and ground gas risk assessment. Proof of how this was used to inform the next stage of assessment, and the mitigation measures used as needed.
- Proof of how the elevated contaminants of concern in soil were addressed; hardstanding, clean soil, membranes, etc., including in the soft landscaped areas.
- All this data should be presented in a final verification report, including photographs, marked up maps, imported soil sample analysis and provenance documentation, etc.

7.4 ***SBC Lead Local Flood Authority Officer:***

Having reviewed the applicant's submitted details located within:

1. P/01272/024(004) As-built Drawings
2. P/01272/024(005) Proposed Drawings
3. P/01272/024(015) Drainage Details

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.

Condition:

- SuDS As Built and Maintenance Details

Within 3 months of planning permission being granted, a record of the installed SuDS and site wide drainage scheme shall be submitted to for approval in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- (a) As built plans in both .pdf and .shp file format;
- (b) Photographs to document each key stage of the drainage system when installed on site;
- (c) Photographs to document the completed installation of the drainage structures on site;
- (d) The name and contact details of any appointed management company information.

Informative:

- Please note that the comment on the acceptability covers only submissions for the proposed surface water drainage scheme for the development.

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

7.5 **SBC Environmental Services Officer - Air Quality and Noise:**

The comments below present a summary of the history of the site in respect to the previous consultations under P/01272/011 and P/01272/012 to provide some context, and consider new information submitted under the current application - P/01272/024.

- *Air Quality Comments*

Comments provided for the original scheme (P/01272/011) confirmed that the development posed a medium impact on air quality, which was updated to a minor impact upon submission of the revised scheme (P/01272/012). This conclusion was due to the low levels of parking provision (8 additional spaces to existing) which indicated that the proposed development would not contribute significantly to a worsening of air quality as a result of increased vehicle traffic, plus the provision of electrical charging infrastructure to four spaces, as required within the Slough Low Emission Strategy, assisted in reducing any potential impact.

There was concern that the proximity of the development to Station Road would result in future occupants being exposed to poor air quality, therefore it was requested that an exposure assessment was completed to determine this, which was included in the officer's report as condition 13.

Upon appeal in October 2021, the Planning Inspectorate approved the scheme with the following condition for air quality:

- *Condition 18 – No development beyond finished ground floor level / floor slab shall be undertaken until a detailed technical study to ensure acceptable internal levels of air quality within the building, including the methods and equipment that will be incorporated into the development to achieve this, has been submitted to and approved in writing by the Local planning authority. The technical study will include an assessment of potential exposure of future residents to concentrations of NO2.*

In response, a document intending to discharge this condition was submitted under ref. P/01272/022. The air quality assessment submitted under /022 summarised the findings of the assessment submitted under P/01272/020. This assessment considered the impact of roadside emissions on the proposed development and included a sensitivity test which demonstrated that the risk of exposure to future occupants of the development was low. This information is still relevant in this application (/024). In addition, evidence collected to date from Slough Borough Council's air quality monitoring network indicates that concentrations of NO2 have improved in the Langley area, particularly since the pandemic.

The Transport Statement for the new application indicates that the parking provision has reduced from 28 to 25, with an increase in electric vehicle charging provision from 4 to 8, with all other spaces having passive charging provision, in line with the Planning Inspectorate's conditions 10 and 32. The Transport Statement also indicates that the Council will receive a £40K contribution towards the car club scheme, therefore the applicant has taken reasonable steps to reduce their air quality impact. This is therefore accepted.

In summary, it is agreed that air quality is not likely to be a constraint of the development, as evidence has been provided that demonstrates exposure will not be an issue, and the applicant has taken steps to reduce emissions (EV charging provision and car club contribution).

- Environmental Noise

A noise assessment has been prepared by Accon UK in support of this application (dated 12 Nov 2024). The assessment is informed by a noise survey conducted from Friday 11 August 2023 to Monday 14 August 2023,

using two long term measurement locations (southern and northern boundaries).

The results of the noise survey are presented in Section 4.2 which indicates that noise levels at MP1 range from 62dB – 67dB LAeq16h, 58dB – 55dB LAeq8h, 75dB – 78dB LAFmax, and 36dB – 38dB LA90. Noise levels at MP2 range from 65dB – 68dB LAeq16h, 56dB – 59dB LAeq8h, 81dB – 85dB LAFmax, and 34dB – 38dB LA90. As expected, noise levels are highest at MP2 nearest the rail line. The noise levels appear to be slightly lower than that recorded for P/01217/011 and P/01217/012 (71dB LAeq16h, 60dB – 63dB LAeq8h).

CadnaA has been used to model the external noise levels from road traffic and rail noise across the development. The model is based on the survey undertaken on Sunday to ensure construction noise was excluded, with rail movements scaled up based on train timetables. This method, however, appears to exclude the influence of any industrial noise (for example operations on the Langley Business Centre and industrial sites to the north of Langley Station, which are both expected to operate during the night), as it is likely that activity at these sites would have been reduced on a Sunday. This may also explain why the noise levels recorded for applications P/01217/011 and P/01217/012 were higher than that recorded for this assessment. It is noted in Section 5.2 of this assessment that “no significant sources of noise have been identified in the immediate vicinity of the site”. As such, it appears that industrial noise has not been assessed.

Section 5.2 presents the initial site noise risk assessment, supported by Figures F.1 and F.2 which show the noise contours for the first and fourth floors of the development. Overall, the site is considered to be at medium to high risk of adverse noise effects. Table 5.2 shows the predicted external noise levels for each floor, and indicates that out of 33 balcony spaces, only two meet the external noise level target of 50dB – 55dB specified within BS 8233. Table 1 of Appendix 2 presents the predicted internal noise levels with windows open, which shows for bedrooms during the night, internal noise level criteria is far exceeded for the majority of facades, the highest internal level being 43dB. The minimum combined façade sound reduction performance has been provided for each façade, at a maximum of 39dB, which is consistent with the previous noise assessments.

Mitigation is discussed in Section 6. In relation to external noise, a reduction of 1-2dB has been achieved by installing solid balustrades and using acoustically absorptive materials on the balconies, however the target is still exceeded by up to 8dB for the worst affected facades. The guidance indicates this is acceptable if alternative external space is available within a short distance from the development.

Glazing performance requirements are provided in Table 6.1. Despite different glazing performance being required for different facades as shown in Figures F.1.4 – F.1.8, Table 6.1 suggests that the highest glazing specification has been applied to every façade. This is supported by the data presented in Table 6.2, which shows that the application of this glazing ensures that the internal noise level criteria in respect to day-time, night-time and individual loud noise levels (LAFmax) are met.

As the internal noise level criteria can only be met with windows closed, a mechanical ventilation with a heat recovery system has been installed throughout the development.

In summary, this application is recommended for refusal as it is not clear whether industrial noise has been considered in the Noise Assessment, which may cause disturbance to future occupants of the development.

7.6 ***Thames Valley Police Designing Out Crime Officer:***

It is noted that this is a retrospective planning application. However, I have a number of comments/queries which I trust can be addressed through the submission of additional information and potentially revisions to the proposed scheme:

- Security of Entrance Lobby

It is noted that residential post boxes are provided within the ground floor lobby area. This would therefore require postal services and deliveries to enter the building. However, the lobby area is not secure. Once through the main entrance doors, there is direct access to 3 ground floor flats (without having to go through additional access control doors) and there is no access control (doors) leading to the stairs to upper floors. Once through the main set of entrance doors, there is also potentially access to the rear parking area and cycle parking.

Postal/delivery services should not have unrestricted access through the building. If post boxes are to be provided within the lobby area, a secure lobby will need to be provided, and further access control added.

- Access Control and Compartmentation

The proposed/implemented Access controls into the building should be confirmed. It is noted that the submitted Design and Access Statement refers to a “secure video entry system”. However further details should be provided on the system including provisions for visitors, postage and deliveries. No trade buttons should be present. This would potentially allow anyone to enter, and without a secure lobby (as noted above), gain access into private areas of the building.

Details of the proposed/as built entry system for the car park should also be provided. The gate into the car park area should be electronically controlled with key fob access. Access controls should be extended to include the bin and cycle stores. Residents should only have access to the parts of the building they need to, recognising that offenders have the potential to be both external and internal to the development. Information should be submitted to confirm how the building has been compartmentalised. Individual residents should have an electronic fob/key programmed to provide access only to those areas they have a legitimate reason to access, in all other areas they should be treated as visitors permitted access only via the visitor entry system. The additional stairs to the rear of the building should be for emergency use only to avoid issues of merged cores. Merged cores provide permeability through the building, undermining access controls and creating a circular movement within the development which is beneficial to crime and anti-social behaviour.

- Boundary Security

I could not find any details of the proposed boundary treatment. It is important that the boundary fencing, and gates are secure to ensure that this does not undermine the access security of the development (i.e. where main access into building/car parking area can be bypassed). Information on boundary treatment should therefore be provided.

7.7 Network Rail:

We have been objecting to the application as a result of encroachment on NR owned land. The red line plan submitted still takes in NR land that is not subject to transfer by NR to the developer.

We believe that the parking that extends above the red line drawn below was not part of that transfer originally put to the applicant, and therefore if this is still the case then NR are likely to still object to the scheme.

Updated comments to be included in the Amendment Sheet to Committee.

8.0 Planning Policy Context

8.1 Slough Local Development Plan and the National Planning Policy Framework (NPPF)

8.2 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).

- 8.3 The current version of the National Planning Policy Framework (NPPF) was published on 12th December 2024. 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.
- 8.4 The National Planning Policy Framework 2024 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.
- 8.5 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2024, the Local Planning Authority cannot 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 2024 and refined in case law.
- 8.6 The weight of the harm and benefits are scaled as follows:
- Limited
 - Moderate
 - Considerable
 - Substantial
- 8.7 Planning Officers have considered the revised National Planning Policy Framework 2024 which has been used together with other material planning considerations to assess this planning application
- 8.8 National Planning Policy Framework (NPPF) 2024:
- 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.

8.9 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

8.10 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

8.11 Supplementary Planning Documents and Guidance

- National Planning Practice Guidance
- Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010
- 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

- 8.12 National Planning Practice Guidance (NPPG)
- 8.13 The NPPG was first published in 2014 and is an iterative web-based guidance that is designed to complement the NPPF across a range of topics.
- 8.14 The Proposed Spatial Strategy (Nov 2020)
- 8.15 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.
- 8.16 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."
- 8.17 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.
- 8.18 Equality Act
- 8.19 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.
- 8.20 Habitats Regulations Assessment of Projects, Natura 2000 and European Sites
- 8.21 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.
- 8.22 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.

8.23 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.

8.24 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

9.0 Planning Assessment

9.1 The planning considerations for this proposal are as follows:

- Principle of development/land use
- Housing need/supply
- Housing Mix
- Design and impact on the character and appearance of the area
- Living conditions for future occupiers of the development
- Impact of the amenity of the adjoining occupiers
- Highways, access and parking
- Energy and sustainability
- Crime Prevention
- Ecology and Biodiversity Net Gain
- Air quality and noise
- Contaminated land
- Flooding and surface water drainage
- Affordable housing
- Infrastructure
- Equalities considerations
- Planning balance

10.0 Principle of development/land use

10.1 The site represents brownfield land (previously developed) in an established mixed-use area within Flood Zone 1 (low risk of flooding). Permission for a residential development comprising a multi-storey block

of 41 flats with associated parking and landscaping was allowed on appeal in August 2021.

10.2 The site now accommodates a multi-story block of 51 flats with associated parking and landscaping, and this application proposes to retain the development as built, in addition to minor external works including landscaping.

10.3 National and local planning policies encourage new housing on appropriately located and previously developed land. Having regard to the nature, location and history of the site, the principle of the proposal is considered acceptable and should be afforded positive weight in the planning balance. The acceptability of the application is, however, dependent on the consideration of its individual merits as set out below.

11.0 **Housing need/supply**

11.1 Given the absence of a five-year housing land supply, the Local Planning Authority must undertake an exercise in judgement in determining the appropriate balance of considerations as to whether the adverse impacts of the development would significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the NPPF taken as a whole.

11.2 The 51 homes applied for would make a positive contribution to the supply of housing within the Borough. Given that that the tilted balance is engaged, this contribution however attracts positive weight in the planning balance, providing the proposed development is reasonable in all other planning aspects.

12.0 **Housing mix**

12.1 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 (Type of Housing). 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 %

12.2 The development provides the following mix of homes:

Type	No of units	%		%
1 bed 1 person	4	8 %	18 x 1 beds	35 %
1 bed 2 person	14	27 %		
2 bed 3 person	11	22 %	33 x 2 beds	65 %
2 bed 4 person	22	43 %		
Total	51	100 %		100%

12.3 Core Policy 4 states that in urban areas outside the town centre, new residential development will predominantly consist of family housing. The Berkshire Strategic Housing Market Assessment has identified the need for family housing, which reflects the disproportionate number of flats which have been completed in recent years.

12.4 Notwithstanding this policy approach, the development only includes the provision of 1 and 2-bedroom homes. It is acknowledged that the 2-bedroom homes can provide small family accommodation, and some flexibility can be exercised in relation to the mix depending on location and the characteristics of the surroundings. In addition, it should be noted that the Inspector, in allowing the previous scheme, noted the evidence regarding the provision of larger dwellings, but stated that given the lack of five-year housing supply, Core Policy 4 is out-of-date and given the acute housing shortfall, attributed limited weight to the conflict with this Policy.

12.5 In this instance, however, having regard to the size of the development, and the continuing demonstrable need, Officers consider that it is not unreasonable to conclude that it could generate demand for larger family accommodation, and it could have provided such accommodation. The development is therefore not considered to provide an appropriate mix of housing in accordance with policy and attracts moderate negative weight in the planning balance and tempers the weight allocated to the benefit of providing housing.

12.6 The submission makes no provision for on-site affordable housing and Core Policy 4 requires between 30% and 40% on-site provision. The scheme's lack of affordable housing weighs heavily against the scheme in the planning balance.

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

13.1 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.

13.2 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.*

13.3 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. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.

13.4 As noted earlier, the consented schemes are important material considerations in determining the current application and relevant to assessing the design of the development as-built in relation to the character and appearance of the surrounding area.

13.5 The development as-built has essentially the same footprint of the consented schemes and shares many of their key design principles. In particular the development as-built presents a prominent corner building on Alderbury Road and Station Road and steps down on its main frontage along Alderbury Road towards the adjacent housing. It also has a contemporary appearance featuring similar brickwork, full-length windows and external balconies. The key differences relate to the mass of the building, and specifically its overall bulk relative to the consented schemes. These schemes incorporated a cladded set-back fifth floor giving it a light-weight appearance and featured a gradual stepping down of the building across its frontage to Alderbury Road.



Front elevation of development as-built in context (consented schemes in blue)



Front elevation of development as-built – (current application)



Front elevation of development allowed on appeal – (ref P/01272/012)



Front elevation of development approved under amended application – (ref P/01272/017)

- 13.6 The development as-built accommodates a full-width brick clad 5th floor, with prominent lift housing and staircase head above. It also incorporates extended 1st, 2nd and 3rd storeys on its frontage to Alderbury Road, which results in a steeper stepping down of its bulk towards the neighbouring houses.
- 13.7 The application is supported by a Design and Access Statement (DAS) which presents and explains the rationale behind the design of the development based on its location and context and including key features and impacts. The application is also accompanied by a Townscape and Visual Impact Assessment (TVIA) which provides an assessment of the impact of the development on the townscape and keys views and amenity.

13.5 The documents consider the development as-built against the consented schemes and state that the changes are measured, justified, and consistent with the townscape and visual context of the site optimise its potential.

13.6 In allowing the appeal scheme, the Inspector made the following observations which are relevant in assessing the design and scale of the development as-built:

- *“Moreover, the more suburban dwellings along Alderbury Road are not prominent when approaching the site from the south and are not largely visible until a position close to the junction is reached. In addition, given the set back of the two storey dwellings on Station Road, these buildings are also not dominant in the view towards the site from the south. Accordingly, the site has a closer visual relationship with Clare House and Langley Business Centre than the two storey residential properties when viewed from the south.”*
- *“The view towards Station Road from Alderbury Road is largely suburban in character given the two storey dwellings. However, the four storey Clare House is notable in this view and indicative of the transition in character from Alderbury Road to Station Road.”*
- *“Since the five-storey massing of the eastern part of the building would be significantly higher than the existing building and the footprint of the building would be greater than existing, it would reduce the sense of spaciousness of the site. However, since it would visually relate to Clare House on the opposite side of the road, would be of a similar height and would be seen in the same view, the proposal would not appear incongruous in the area. While I acknowledge the siting of Clare House set back from Station Road it appears prominent in the street scene, such that the proposal would appear to be a similar height when viewed from street level. In addition, the uppermost storey of the proposed scheme would be recessed such that it would soften the massing and reduce the impact of the top storey.”*
- *“While the building would be sited adjacent to the two storey buildings along Alderbury Road, the portion closest to No 119 would be single storey and the building would step up towards Station Road. Accordingly, while the building would undoubtedly urbanise the site and alter the character of the area, the gradual stepping up of the building would result in a sensible transition between the suburban character of Alderbury Road and the commercial character of Station Road. Consequently, the scale and massing of the scheme would not harm the character and appearance of the area.”*
- *“...given the scale and position of the appeal site in a more prominent location adjacent to the railway line, tunnel and near Clare House, the*

character of the vicinity around the site is not directly comparable to that of Scholars Walk. Therefore, the greater massing of the proposal would not appear inappropriate when viewed from Station Road.”

- *“...the proposed building would reflect the corner position of the site and result in active frontages along both streets. Therefore, the appearance and layout of the proposal would not harm the character and appearance of the area.”*

13.7 With the inclusion of a full 5th storey, lift housing and staircase head, and the additional mass across its main frontage, the development is significantly larger and more prominent when viewed along Station Road, and on its corner with Alderbury Road. The increased height and bulk relative to the consented schemes have resulted in a blockier and more imposing form of development which raises concerns about how it impacts the character and appearance building having regard to the Inspectors comments.



Photo of development as-built looking north along Station Road

13.8 The additional height and mass of the building is more challenging when read in relation to Alderbury Road and its more typical low-rise suburban character. The development maintains a stepped form along its main frontage down towards the neighbouring two-storey dwellings as per the consented schemes. However, the enlarged floor areas result in a significantly steeper stepping of the built form and bring the bulk of the building much closer to the adjoining houses. Having regard to the proximity, form and scale of the new building relative to these small properties, its impact is considered overly dominant, discordant and out of keeping with the character of Alderbury Road.

- 13.9 The Inspector in the appeal decision noted as highlighted above that “...the gradual stepping up of the building would result in a sensible transition between the suburban character of Alderbury Road and the commercial character of Station Road.” Whilst this approach is sensible in principle, as a consequence of the additional height and bulk of development as-built, the stepping is not ‘gradual’ and the ‘transition’ from Station Road to Alderbury Road is more pronounced and considered detrimental to the character and appearance of the streetscene.
- 13.10 Based on the above assessment, the application fails to comply with Local Core Policy 8 of the Core Strategy, Policy EN1 of the Adopted Local Plan and the requirements National Planning Policy Framework 2024. Negative weight is therefore applied in the planning balance.
- 14.0 **Living conditions for future occupiers of the development**
- 14.1 The NPPF states that planning decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 14.2 Core Policy 4 of Council’s Core Strategy seeks high density residential development to achieve “a high standard of design which creates attractive living conditions”. Core Policy 8 (Sustainability and The Environment) and Local Plan Policy H14 (Amenity Space) requires development to provide appropriate public space, amenity space and landscaping as an integral part of the design.
- 14.3 The flats constructed meet the national space standards and one dwelling has been built to adaptable standards in accordance with Building Regulations ‘Part M4(3) Wheelchair User Dwellings’. All other homes are designed to ‘Part M4(1) Visitable Dwellings’ standards with step-free access including communal and external areas.
- 14.4 As noted previously, 29 flats of the 51 as-built, have private external amenity space. As proposed, 34 flats (67%) will have private external amenity space, as a number of ground floor terraces, in addition to a communal amenity area will be provided on the currently paved, and enclosed land adjacent Station Road. The proposed terraces, however, would lack privacy given their relationship with the communal area, and it should be noted that all these spaces fall within a safeguarded highway widening line and may therefore at some point in the future be removed.
- 14.5 The consented scheme allowed on appeal included 13 flats (31%) with no private external amenity area and proposed some rooftop communal amenity space. The Inspector, in allowing the previous scheme acknowledged the local concerns regarding the size of the communal

rooftop garden and balconies as well as the proposed internal spaces but given the limited number of bedrooms in the dwellings and likely number of future occupiers, stated there would not be any harm in this respect.

- 14.6 A significant proportion of the flats provided therefore would lack private external amenity space and a number, in addition to the proposed communal amenity area, could be affected by the highway widening line. Notwithstanding the comments of the Inspector in relation to the scheme allowed, the current application is not considered satisfactory in this regard.



Photo showing proposed communal amenity area adjacent Station Road

- 14.7 As noted in the Air quality and Noise section of this report below, the application highlights that the balconies are likely to be exposed to higher levels of noise during the daytime than established guidance sets out and that they have incorporated appropriate mitigation in the form of solid balustrading and acoustic absorption on their underside. In addition, the application states that there are accessible public open spaces in the local area that residents can use. None of the balconies constructed, however, have solid balustrading and it isn't clear whether they have fitted with acoustic absorption on their underside. This clearly raises concern in respect to the useability of the balconies as an amenity. Furthermore, it is not clear how solid balustrading would affect natural light entering the flats as this is not included in the daylight and sunlight report.
- 14.8 In relation to aspect and orientation, 43 homes are single-aspect and 8 dual-aspect. Whilst most of the single-aspect flats are facing east and west, none face north. The consented schemes proposed 33 single-aspect

flats and 8 dual-aspect but similarly none north facing. Whilst most of the flats provided are single-aspect, none are north-facing, and having regard to their size, orientation, full-height windows and the consented scheme, the approach considered, on balance, acceptable.

14.9 A Daylight and Sunlight Assessment was submitted with the application which assessed the internal daylight and sunlight levels of the development. The Assessment confirms that over 90% of habitable rooms meet the BRE target values for daylight and sunlight and concludes that the development receives adequate levels of light. Planning Officers have considered the Assessment and accept its conclusions.

14.10 The development as-built accommodates three single-aspect ground floor flats facing the car park. These flats have full-height bedroom and living room windows just over half a metre away from 11 perpendicular car parking spaces. Similarly, as proposed, a delivery/servicing bay will be sited up against full-length bedroom and living room windows belonging to a ground floor single-aspect flat at the front of the building. Whilst a strip of low-level planting is proposed between the building and car parking spaces/delivery bay, this relationship is not considered satisfactory and does not address concerns in respect to potential noise and light disturbance and privacy. Should some privacy screening be provided to the windows of these flats, this may of course affect sunlight/daylight levels and outlook.



Photos showing parking spaces in relation to ground floor windows

14.11 The site is bordered in part by a main road and railway line and the Noise Assessment submitted with the application highlights that it is exposed to noise levels ranging from medium to high-risk based on established guidance. The Assessment states that appropriate glazing has been provided to reduce sound levels and as the internal noise level criteria can only be met with windows closed, the Assessment also states that mechanical ventilation with heat recovery system (MVHR) has been installed throughout the development. The Noise Assessment however does not appear to have considered commercial/industrial noise sources, namely the industrial sites to the north and east of the site. This lack of clarity in the submission raises concern as to whether potential noise

impacts have been satisfactorily addressed in the development to safeguard residential amenity.

14.12 Based on the assessment outlined above in relation to the quality and residential amenity of the accommodation provided, and having regard to the consented schemes, the current application is considered to partially comply with national and local planning policy and guidance. Negative weight is therefore given to these matters in the planning balance.

15.0 **Impact on amenity of neighbouring occupiers**

15.1 The National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users.

15.2 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.

15.3 The development as-built is based on the consented schemes, however in design terms it differs most significantly in that it presents a larger building by incorporating a full-width fifth floor, in place of a set-back top-storey, and increasing the scale of the building stepping down towards the houses on Alderbury Road.

15.4 The enlarged top floor removes the fifth storey/fourth floor terrace previously proposed, which included private and communal amenity space with associated screening on its southern, northern and eastern sides. On the western side of the building, overlooking the houses on Alderbury Road, the consented schemes proposed a non-accessible terrace, approximately 2.5m deep with privacy screening.

15.5 As-built, the fifth storey essentially extends the main part of the building upwards, mirroring the design, fenestration and materiality of the floors below. The full-length windows on the elevation facing west, across the back of the existing properties on Alderbury Road feature opaque glazed balustrades or panels to limit overlooking.

15.6 The fifth floor accommodates 9 x 1- and 2-bedroom flats compared with the 6 proposed in both the consented schemes. Of particular relevance, however, is that there are now 3 x 2-bedroom flats, each with 3 habitable windows facing west. The consented schemes proposed studio and 1 x bed flats, featuring in total 7 window openings set back behind a terrace and privacy screen.

15.5 The changes to the layout at the front of the building in relation to the way it steps down towards the neighbouring houses have resulted in the

removal of all west facing windows which were featured on the scheme allowed on appeal and small terraces that were incorporated in both.

15.6 The various differences described above between the as-built development and consented are illustrated by the western elevations shown below.



Western elevation as-built facing houses/gardens on Alderbury Road



Western elevation of consented scheme (as amended) facing houses/gardens on Alderbury Road



Western elevation of consented scheme (on appeal) facing houses/gardens on Alderbury Road

15.5 In assessing the impact of the proposal allowed on appeal in relation to neighbouring living conditions, the Inspector made the following observations:

- "The west facing elevations of the five-storey part of the proposal would face the rear gardens of Nos 117 and 119 Alderbury Road (Nos

117 and 119). Notwithstanding the separation distance of around 17m, I observed during my site visit that given the height of the proposal, a number of these windows would appear fairly close when stood in these rear gardens including the patio areas closest to the houses.”

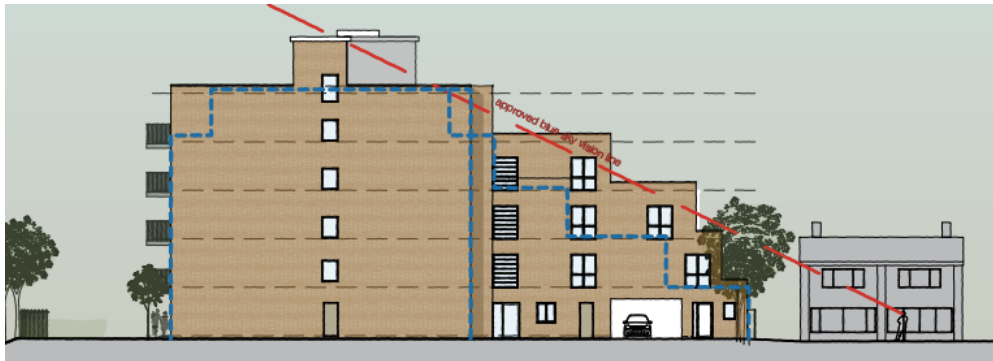
- *“The flats of the five-storey portion of the building facing the neighbouring gardens would lack balconies but would have balcony railings in front of the lower part of all glazed west facing full length windows and would have obscured glazing. This would restrict views to the gardens of Nos 117 and 119 from within the rooms. However, future occupiers would overlook the rear gardens when stood close to the windows. I acknowledge that a number of the windows serve bedrooms and are less likely to be used during the daytime. I also note that the view would be largely at an angle and not directly towards the rear of the houses.”*
- *“Given the distance and angle of the windows in relation to the rear elevations of the dwellings at Nos 117 and 119, the proposal would not result in undue harm to the privacy of the neighbouring occupiers within their houses. However, given the number of windows that would face the gardens particularly from the second, third and fourth storeys, there would be some harm to the privacy of the neighbouring occupiers of these gardens.”*
- *“The proposal includes a planting scheme with mature trees along the boundary with No 119 to address the harm with respect to privacy. A condition could be reasonably attached that would ensure that trees of a certain height were planted and retained. While there can be no certainty that the trees would fully mitigate the harm to privacy of the occupiers particularly during the winter months, they would be likely to significantly reduce the views to the gardens during the summer when the trees would have the most foliage, and the gardens are most likely to be used.”*
- *While a similar relationship in terms of distance and angle may be acceptable between a few mutually overlooking two storey houses, the proposal would result in a number of windows at a greater height overlooking the gardens of Nos 119 and 117. Consequently, the privacy of the neighbouring occupiers would be adversely affected by the development.*
- *“While the development would be clearly visible from the neighbouring gardens, since there would be outlook in other directions, the scheme would not result in an oppressive environment for the neighbouring occupiers and would not result in unacceptable harm in terms of outlook.”*

- 15.6 Whilst the Inspector considered the proposal would adversely affect the living conditions of the neighbouring occupiers of No's. 117 and 119 in relation to privacy, given this affected garden areas rather than the internal spaces and the proposed obscure glazing and boundary trees would restrict views, attributed limited weight to the conflict with local policy.
- 15.7 The development as-built presents a larger building to the rear of the neighbouring houses and their gardens than those consented. The main part of the building is approximately 15/16m high, effectively extends the full depth of the site and sits approximately 17m from the side boundary of the nearest neighbour at No's. 119 Alderbury Road. As-built development shows the real effects and impact experienced by the residents.



Photo showing western elevation of building overlooking neighbouring houses

- 15.8 The extended top floor and increased massing on Alderbury Road effectively serve to further enclose the space between the building and the back of the adjoining properties. This relationship is considered to be visually overbearing and detrimental to the residential amenity of those nearest occupiers at No's. 117 and 119. As the Inspector noted on appeal, the uppermost storey of the proposed scheme would be recessed such that it would soften the massing and reduce the impact of the top storey.



Rear elevation showing relationship of development with neighbouring houses

- 15.9 This impact is considered to be compounded by the potential for greater actual and perceived overlooking. Notwithstanding the opaque glazing panels and balustrades installed, the extended top floor features larger flats and more habitable room windows than previously consented.
- 15.10 The Inspector highlighted factors in relation to distance, orientation, outlook and boundary trees as providing some mitigation against the impact of the appeal scheme and harm identified to neighbouring properties. Whilst these are still relevant to the current development, the impact and harm in relation to visual amenity and privacy are considered more significant.
- 15.11 The additional scale of the development is not considered, however, to cause an unacceptable impact in respect to overshadowing, and natural lighting levels given the orientation of adjoining property and distances. This has been satisfactorily demonstrated in part in relation to neighbouring windows in the Sunlight/Daylight Assessment accompanying the application.



Photo showing boundary of development with No. 119 Alderbury Road

15.12 In relation to highway-related matters, as considered in the section below, the development as-built is not expected to generate excessive vehicular movement and the level of parking provided is considered acceptable having regard to the accessible nature of the site and the recommended mitigation measures. The safety of local highway users and pedestrians is therefore not compromised. In addition, vehicular movement is not considered to cause noise disturbance given the enclosed nature of the access, size of the parking area and existing boundary treatment.

15.13 Based on the above assessment, the development is considered to adversely affect neighbouring residential and visual amenity contrary to Core Policy 8 of The Core Strategy, Policy EN1 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework 2024. Negative weight is therefore applied in the planning balance.

16.0 **Highways, access and parking**

16.1 The National Planning Policy Framework highlights that planning should seek to locate development where the need to travel will be minimised and the use of sustainable transport modes can be maximised. It goes on to say that development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8.

16.2 The National Planning Policy Framework also states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

16.2 The site is situated in an accessible location, given the proximity to Langley station and other local amenities that can be accessed by walking, cycling and public transport. The area surrounding the site is subject to existing on-street waiting controls and a Controlled Parking Zone operational between 8am and 7pm Monday to Saturday which assists in preventing parking demand from being displaced onto the street.

16.3 The development, as-built provides 25 car parking spaces to the rear via a gated undercroft with two-way access off Alderbury Road. This represents a parking ratio of 0.49 spaces per dwelling. The development also currently provides 15 cycle parking spaces. As proposed, a delivery/servicing bay and a further 36 cycle spaces would be provided.

16.4 The consented development for 41 flats included 28 car parking spaces to the rear via, the same undercroft as-built, a ratio of 0.68 spaces per dwelling. In addition, 41 cycle parking spaces were proposed. This scheme

was not refused on highway/parking grounds but the Inspector in relation to the appeal acknowledged local concerns relating to parking and highway safety, and highlighted that given the proximity to the Langley Station and the accessibility of services and facilities, as well as the size of the dwellings, it is unlikely that all future occupiers would require a parking space and therefore, the number of proposed parking spaces would be unlikely to result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road network. The Inspector also noted that the proposed access would be of sufficient width and adequate visibility such that motorists would have adequate time and space to avoid collisions when entering or exiting the site.

- 16.5 SBC Transport Officers assessed the application carefully including the accompanying Transport Statement as set out in their comments in the Consultation section above. Officers consider that the site benefits from excellent access via bus and rail, offering residents the opportunity to travel without using a car and is within walking distance of a wide range of local facilities and amenities and facilities.
- 16.6 The 51 dwellings are expected to generate a lower number of vehicle trips than the consented scheme given there are 3 less car parking spaces proposed. The trip rates provided in the Transport Statement forecast 10 two-way vehicle trips in the AM Peak (08:00 – 09:00) and 15 two-way vehicle trips during the PM Peak Hour (17:00 – 18:00). This is equivalent to 1 vehicle trip every 6 minutes and 1 every 4 minutes which would not have a noticeable impact on queue lengths given vehicles would depart/arrive the site at different times of day and given existing traffic levels on Station Road/Langley High Street.
- 16.7 Having regard to the accessibility of the site, the consented scheme, cycle parking provision, parking controls in the local area and the proposed mitigation set out below, it is not expected that the development will cause parking overspill on the surrounding roads that would lead to an unacceptable impact on highway safety. Data from the enforcement team indicates that PCNs issued did spike after occupation of the dwellings but this enforcement was effective in reducing the number of contraventions. The Council's Parking Enforcement Team have confirmed they have no objections to the development and are satisfied with the proposed mitigation in relation to parking infringements.
- 16.8 To support the level of parking, promote sustainable transport modes and ensure the safety of all highway users, the following mitigation measures are considered necessary:
- 16.9
- The developer is to enter into a Section 278 agreement with the Council to provide physical obstacles to pavement parking such as knee rails, tree Planting, bollards and double kerbs etc. to prevent

parking on the verges and footways. This will include the verge fronting the site at the Alderbury Avenue/Station Road junction where parking has been observed on the footway.

- Car Club Contribution of **£49,750** (£975 per dwelling).
- TRO and Car Parking Restriction/Parking Study contribution of **£6,000** to fund a Traffic Regulation Order (TRO) for the creation/upgrade of parking restrictions on the roads surrounding the proposed dwellings.
- Sustainable Transport contribution of **£18,658** (£365 per dwelling).
- **£12750** (£250 per dwelling) for public transport tickets or vouchers to spend at the local cycle shop.

These contributions are based on those agreed in relation to the appeal scheme allowed.

- 16.10 Access and servicing arrangements including refuse/recycling storage facilities are considered acceptable, as are the existing and proposed cycle parking provision and EV charging points.
- 16.11 Based on the above assessment and subject to the recommended mitigation, the application is considered, on balance, to be acceptable in highway and parking terms and broadly compliant with Policy 7 of the Core Strategy, Policies T2 and T8 of the Slough Local Plan and the National Planning Policy Framework. Neutral weight is given in relation to this matter in the overall planning balance.
- 17.0 **Energy use and sustainability**
- 17.1 The National Planning Policy Framework highlights that the planning system should support the transition to net zero by 2050 and take full account of all climate impacts. It states that it should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources and support renewable and low carbon energy and associated infrastructure.
- 17.2 Core Policy 8 (Sustainability and the Environment) sets out that all development in the Borough shall be sustainable, of a high-quality design, improve the quality of the environment and address the impact of climate change. It sets out that all development should, where feasible, include measures to (inter alia): minimise the consumption and unnecessary use of energy, particularly from non-renewable sources, and generate energy from renewable resources.
- 17.3 An Energy Statement has been submitted with the application which details the energy efficiency measures installed as part of the Development (including high levels of insulation, low energy glazing, LED

lighting etc), and outlines the proposals to install photovoltaic panels on the roof of the building. The report confirms that the development will achieve a 51.55% reduction in emissions against Building Regulations Part L (2021). The as-built development is therefore considered to comply with Core Policy 8 insofar as it seeks to minimise energy consumption through the use of energy efficient technology and also generate energy from renewable resources.

17.4 In terms of other sustainability measures, the development makes use of brownfield land in a sustainable location, will provide policy compliant levels of cycle parking and other sustainable transport measures to reduce car use and ownership. The development incorporates sustainable urban drainage measures and will provide biodiverse green roofs and bird and bat boxes to enhance local ecology, and active and passive electric vehicle charging infrastructure.

17.5 The application sets out an acceptable approach in relation to energy use and sustainability which is considered to comply with national and local planning policy and guidance. Positive weight is afforded to this matter in the planning balance.

18.0 **Crime Prevention and Design**

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

18.2 The application states that the scheme has been designed, and installations completed to accord with recommendations of 'Secured by Design'. These include:

- No recessed doorways
- Secure Video Entry System
- All external doors and windows to PAS24 :2022 standard
- CCTV is installed to external doors, communal areas and corridors
- Post – Residential post boxes have been provided within the ground floor lobby
- The building layout fronts onto Station Road and Alderbury Road positively addressing the street, and improving passive surveillance of the area

18.3 The application has been reviewed by the Crime Prevention and Design Advisor (CPDA) at Thames Valley Police who has raised concerns as outlined in the consultation section above, in relation to the security of the entrance lobby, access controls into the building and boundary security.

18.4 Whilst the development is designed in a way and incorporates a number of measures to mitigate against potential criminal activity and anti-social

behaviour, as highlighted by Thames Valley Police, the application still raises several concerns which temper the benefits on the development in the planning balance.

19.0 Ecology and Biodiversity Net Gain

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

19.2 The National Planning Policy Framework states that planning decisions should contribute to and enhance the natural and local environment and require development to minimise impacts on and providing net gains in biodiversity.

19.3 Core Policy 9 relates to the natural environment and similarly requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.

19.4 The site is located beyond the 5.6km 'catchment area' in respect to the Burnham Beeches Special Area of Conservation (SAC). It is not anticipated therefore that the development will have a noticeable impact.

19.5 In England, Biodiversity Net Gain (BNG) recently became 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.

19.6 Unfortunately, Planning Practice Guidance confirms that biodiversity net gain "...does not apply to: retrospective planning permissions made under section 73A...". On this basis therefore, the as-built development is exempt from providing 10% Biodiversity Net Gain on the Site.

19.7 An Initial Bat Survey and Preliminary Roost Assessment has been provided which was previously submitted pursuant to an ecological condition attached to the original permission. The report confirms that the site was assessed as having negligible potential suitability to offer shelter for roosting bats and the survey confirmed that no bats or evidence of bats were found. As such it highlighted that no specific compensation measures would be necessary. In addition, the report confirmed there was no evidence of nesting birds.

- 19.8 The applicant has stated that the development sought to improve the ecology and biodiversity on site from this baseline and a landscaping strategy provides additional urban greening to the landscaping features already provided in the as-built development. The existing development incorporates trees along the western boundary, as well as hedging along the frontage of Station Road. Grassed areas and further trees are provided along the boundary with Alderbury Road to enhance biodiversity and provide an improved pedestrian environment.
- 19.9 In addition to the landscaping already provided on the site, the application proposes further landscape works to include trees by the boundary hedge along Station Road, a lawn area in the south-east corner of the external amenity area and the provision of a biodiverse roof across all roof levels. To further support local ecology, bat boxes and standard bird and nest boxes will be installed across the site.
- 19.10 Whilst the development, as-built incorporates some perimeter landscaping, and further works, including bat and bird boxes are proposed, the value in biodiversity terms is limited. Based on the above assessment, however, the proposal would broadly 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.

20.0 **Air Quality and Noise**

- 20.1 The National Planning Policy Framework requires planning decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified.
- 20.2 Core Policy 8 (Sustainability and the Environment) sets out that development shall not give rise to unacceptable levels of pollution including air pollution or dust; or be located in areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers or other appropriate receptors. Core Policy 8 also sets out that development shall not be located in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.
- 20.3 An Air Quality Statement was submitted with the application, which evaluates any potential changes to the assessed air quality impacts associated with the as-built development. The Statement provides a review of risks associated with construction dust emissions, traffic emissions, and building emissions and confirms that there will be no

significant air quality impacts or adverse exposure associated with the development.

- 20.4 The application and accompanying Air Quality Statement has been reviewed by the Council's Environmental Services Officer. Clearly, as the development is essentially complete, any air-quality impacts associated with its construction cannot be assessed now. In respect to the operational implications of the development, it is agreed that there will be no adverse exposure locally nor for occupants of the development. Traffic movement associated with the development is comparable to that forecast in relation to the consented schemes, and measures including the Electric Vehicle Charging facilities and a Car Club contribution will assist in this regard.
- 20.5 A Noise Impact Assessment has also been submitted which provides an assessment of internal and external noise levels in the context of noise effects arising from the adjacent railway line and road network. It confirms that the internal noise level criteria for daytime and night-time can be met with the appropriate mitigation in place (i.e. suitable glazing and closing of windows). It also notes that external noise levels in relation to the amenity areas (i.e. balconies) will likely be above the upper target noise levels. The Assessment states that appropriate mitigation to reduce potential noise levels has been introduced including the provision of solid balustrading to the balconies and acoustic absorption to their underside. Furthermore, it suggests in any event that there are other amenity spaces available for use in the local area.
- 20.6 The application does not specify the nature of the glazing used and it should be noted that solid balustrading has not been provided as the balconies as constructed have open balustrades. Furthermore, no details have been provided to confirm that acoustic absorption has been installed.
- 20.7 In allowing the previous scheme, the Inspector stated that it would be necessary to ensure that adequate controls are provided on the above aspects of the scheme, to ensure that the development is acceptable in terms of noise both for existing and new residents around and within the site and that these controls can be provided by the recommended conditions.
- 20.8 The Noise Impact Assessment has been reviewed by the Council's Environmental Services Officer and concerns have been highlighted in relation to scope of the Assessment and the nature of the glazing. Specifically, it is not clear whether the assessment has considered commercial/industrial noise sources or whether the glazing installed meets the sound reduction performance requirements outlined.
- 20.9 The application does not adequately demonstrate that noise-related impacts have been satisfactorily addressed to safeguard residential amenity. It is not considered therefore to comply with Core Policy 4 of The

Core Strategy, Policy EN1 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework. Negative weight is therefore applied in the planning balance.

21.0 **Contaminated Land**

- 21.1 Core Policy 8 (Sustainability and the Environment) sets out that development shall not cause contamination or a deterioration in land, soil or water quality, or be located on polluted land unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.
- 21.2 A Contamination Risk Assessment and Method Statement and a Main Investigation Report has been submitted which was previously sent to the Council pursuant to Conditions 7 and 8 of the original permission.
- 21.3 The Main Investigation Report confirmed no risk to human health, ground water, building structures and services. The Council's Contaminated Land Officer has been consulted on the application and has highlighted, as before, concerns in relation to the Report and advises that insufficient information has been provided to confirm that all potential risks to human health have been considered and mitigated. Given that the development is essentially complete, a final verification report, including all relevant details, should be prepared and submitted demonstrating that appropriate investigations were undertaken and, if necessary, measures implemented to safeguard against any land contamination risk.
- 21.5 The application has not satisfactorily addressed potential risks associated with land contamination and fails to comply with Core Policy 8 of The Core Strategy and the requirements of the National Planning Policy Framework. Negative weight is therefore applied in the planning balance.

22.0 **Flooding and Surface Water Drainage**

- 22.1 The site is located within Flood Zone 1 and therefore considered to have minimal flood risk.
- 22.2 The National Planning Policy Framework (2024) 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.
- 22.3 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.

22.4 Drainage, including Sustainable Urban Drainage (SuDs) details have been submitted outlining the drainage arrangements carried out for the development. The surface water drainage strategy states that most of the water from the building and site will be attenuated and dispersed into the surface water sewer, via an attenuation tank and permeable surfacing, at an appropriate rate in accordance with planning policy guidance and Thames Water requirements.

22.4 The Council's Lead Local Flood Authority Officer has raised no concerns with the approach set out, subject to a condition requiring details of what has been implemented to be submitted. The Inspector, in allowing the previous scheme, acknowledged concerns regarding flooding, however, stated that as the site lies within Flood Zone 1 saw no reason why a suitably worded condition regarding surface drainage could not mitigate any risk in this regard.

22.5 The Local Planning Authority is satisfied with the drainage strategy and considers that as set out, it complies with relevant planning policy and guidance. Moderate positive weight is therefore afforded to this matter in the planning balance.

23.0 **Affordable Housing**

23.1 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.

23.2 As set out in the Slough Developer's Guide Part 2 (2017), other than for developments of 15 to 25 homes referred to above financial payments in lieu of building new affordable homes will not normally be accepted. Payments (also known as commuted sums) will only be accepted in exceptional circumstances i.e. when the Council considers it will be a benefit compared to new homes being built by a developer. The amount of any financial contribution will be negotiated and based upon a figure considered equivalent to affordable housing on site.

23.3 The development accommodates 51 residential dwellings and is therefore required to provide at least 30% of these as affordable on-site i.e. 15 affordable homes. It should be noted that the consented scheme proposed 5 on-site affordable homes.

23.4 A Draft Financial Viability Assessment has been submitted with the application. The assessment states that the scheme is in deficit against the sites benchmark land value and viability constraints mean that the scheme cannot deliver affordable housing at the policy target levels defined within the Slough Local Plan. Given that the returns on the development are lower than the expected commercial level, the report concludes that the development cannot deliver affordable housing. The application highlights,

however, that the applicant is willing to consider a contribution towards affordable housing.

23.5 The Draft Financial Viability Assessment has been reviewed by the Council's external viability advisors, BPS, who consider the approach set out is inappropriate. The Assessment appears to adopt a position comparable to a conventional scheme at application stage. The approach taken for instance in relation to Benchmark Land Value, Gross Development Value and Developments Costs is neither relevant nor reasonable. By virtue of constructing the scheme without consent, the applicant has effectively chosen not to use the National Planning Policy Guidance in respect to viability. This guidance sets out the key principles in understanding viability in plan making and decision taking but it does not address circumstances of developments built without consent.

23.6 As the application does not include an affordable housing offer, and does not present appropriate justification, it fails to comply with national and local planning policy and guidance and negative weight is therefore applied in the planning balance.

24.0 **Infrastructure**

24.1 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.

24.2 Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) provide the three tests for planning obligations, which are repeated by the National Planning Policy Framework. It provides that a planning obligation may only constitute a reason for granting planning permission for development if the obligation is:

- 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.

The tables below outline how each of the obligations would meet the three tests listed above and relevant legislation and policies.

24.3 The development provides 51 new residential units. The scheme would therefore trigger the need for a contribution towards educational facilities under the Council's policies, as set out in the Developer's Guide.

24.4 Whilst the development provides private external amenity space for most of the new homes and the application proposes an external area for communal amenity, 14 flats will not have any private outdoor space as required by planning policy standards. The Developer's Guide states that

for high density residential schemes in or near the town centre that have inadequate private amenity space, a financial contribution of £300 per dwelling or the enhancement of existing nearby public open space.

24.5 A number of highway and transport-related obligations are sought as indicated previously including Car Club, parking and sustainable transport contributions.

24.6 There are no tariff-based contributions required for health facilities set out in the Local Development Plan or Supplementary Planning Guidance. There is no definitive evidence to suggest the scheme would have an unacceptable impact on the health services in the locality. It should be noted however the Local Planning Authority is currently working with the NHS/Public Health in preparing a strategy to establish a mitigation package for residential developments where required across the Borough.

24.7 The following Section 106 financial contributions are therefore required, should the development be approved, and subject to agreement of a S106 agreement:

Financial Contributions	
Education	£175,588
Recreation	£15,300
Highways/Transport:	£87,158
- Car club (£49,750)	
- Sustainable Transport (£18,658)	
- TRO and Car parking Restriction/Parking Study (£6,000)	
- Public transport tickets/cycle vouchers (£12,750)	
Total	£278,046

It is noted that the agent has agreed to the above contributions and heads of terms in writing with the Local Planning Authority.

25.0 Equalities Considerations

25.1 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 who 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, consideration has been given 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).

- 25.2 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 development includes one ground floor dwelling which meets Part M of Building Regulations requirements in this regard, and internal and external spaces are designed to accommodate the needs of residents and visitors with disabilities. The development also makes provision for one disabled space located next an access into the building. Neutral planning weight is applied in the planning balance.
- 25.3 The National Planning Practice Guidance (Paragraph: 012 Reference ID: 17b-012-20140306; Revision date: 25 04 2024) advises that the local planning authority should take care not to fetter its discretion prior to the determination of any application for retrospective planning permission – such an application must be considered in the normal way.
- 25.4 It is acknowledged the development is occupied and that a refusal of retrospective planning permission may lead to enforcement action being taken (or pre-action from the landowner) which could result in residents needing to find new accommodation. The timeframe for this is not dictated by this decision.
- 25.5 This decision could represent a serious interference with the occupiers right to respect for private and family life and the home (Article 8 of the Human Rights Act 1998). Article 8 establishes a right to respect for private and family life and prohibits interference with it by a public body except where it is (1) lawful and (2) necessary in the interests of such matters as public safety, national economic wellbeing, and the protection of health. Article 1 establishes a right to the peaceful enjoyment of a person's possessions and prohibits interference except in the public interest and thus is engaged for both the appellant and the occupier. It does not impair the right of a state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest. This planning application seeks retrospective application for a building containing 51 flats and is therefore necessary to regulate the use of land.
- 25.6 S149 of the Equalities Act 2010 requires public authority decision makers to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between those with a protected characteristic and other parts of the community.

25.7 No evidence has been presented in the application to suggest that the Local Planning Authority should consider any reasonable adjustments in their assessment. It is of course recognised however that the potential loss of homes risks homelessness and causes disruption and distress.

26.0 **Planning Balance**

26.1 The application has been evaluated against the Local Development Plan and the National Planning Policy Framework 2024 (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.”

The report identifies that the proposal would not comply with Core Policies 1, 4 and 8 of the Core Strategy and Local Plan Policies EN1 and H14 relevant policies in determining this application. On this basis the proposal would not comply with the local development plan.

26.2 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.

26.3 In the application of the appropriate balance, it is considered that the scheme delivers a number of key benefits including the effective use of brownfield land in a sustainable location and the provision of 51 new dwellings and these are afforded substantial positive weight.

26.4 Notwithstanding the positive aspects of the development which weigh significantly in its favour in the planning balance, given the adverse impacts identified in relation to design, the character and appearance of the area, neighbouring amenity and the lack of affordable housing, these negative factors are considered to demonstrably outweigh the benefits of the scheme.

26.5 In summary therefore, the disbenefits of the proposals collectively outweigh the benefits in the planning balance when assessed against the policies in the Local Development Plan and the National Planning Policy Framework taken as a whole. Therefore, the proposal would not constitute sustainable development in relation to paragraph 11 d ii) of the Framework.

26.7 Having considered the relevant policies and planning considerations set out above, it is recommended the application be refused for the reasons set out below.

PART D: RECOMMENDED REASONS FOR REFUSAL

1. The scale, bulk and design of the building is detrimental to the character and appearance of the surrounding area contrary to Core Policies 1 and 8 of the Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008, Policy EN1 of the Adopted Local Plan for Slough 2004 (Saved policies) and the National Planning Policy Framework 2024
2. The scale, bulk and design of the building is detrimental to the residential and visual amenities of occupiers of the development and neighbouring residents, contrary to Core Policies 1, 4 and 8 of the Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008, Policies EN1 and H14 of the Adopted Local Plan for Slough 2004 (Saved policies) and the National Planning Policy Framework 2024
3. The application does not include any affordable housing, contrary to Core Policy 4 of the Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008, the Slough Developer Guide, and the requirements of the National Planning Policy Framework 2024.
4. Insufficient information has been submitted to be able to establish whether potential risks associated with land contamination on human health have been satisfactorily addressed, contrary to Core Policy 8 of Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008 and the requirements of the National Planning Policy Framework 2024.
5. Insufficient information has been submitted to be able to establish whether potential noise impacts on occupiers of the development have been satisfactorily addressed, contrary to Core Policy 4 of Slough Development Framework Core Strategy 2006 – 2026 Development Plan Document 2008, and the requirements of the National Planning Policy Framework 2024.
6. No legal agreement has been entered into by the applicant, by way of a Section 106 agreement, for the provision of affordable housing and funding of off-site infrastructure including education, recreation, and transport related matters contrary to Core Policies 4, 7 and 10 of the Slough Local Development Framework Core Strategy 2006 – 2026, Development Plan Document, 2008, Slough Borough Council's Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106), advice in the National Planning Policy Framework 2024.

Informatives:

1. It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is not in accordance with the National Planning Policy Framework 2024.
2. The application has been refused in line with the following drawings and documents:
 - a) Site Location Plan (Drawing No: 23/08/01B) – dated May 2023, rec'd 28/11/2024
 - b) Block Plan (Drawing No:23/08/90A) - dated Nov 2024, rec'd on 28/11/2024
 - c) As Built Site Plan (Drawing No: 23/08/70C) - dated Nov 2024, rec'd on 28/11/2024
 - d) As Built Ground Floor Plan (Drawing No: 23/08/71C) – dated Nov 2024, rec'd on 28/11/2024
 - e) As Built First Floor Plan (Drawing No: 23/08/72B) - dated Nov 2024, rec'd on 28/11/2024
 - f) As Built Second Floor Plan (Drawing No: 23/08/73B) - dated Nov 2024, rec'd on 28/11/2024
 - g) As Built Third Floor Plan (Drawing No: 23/08/74B) - dated Nov 2024, rec'd on 28/11/2024
 - h) As Built Fourth Floor Plan (Drawing No: 23/08/75B) - dated Nov 2024, rec'd on 28/11/2024
 - i) As Built Fifth Floor Plan (Drawing No: 23/08/76B) - dated Nov 2024, rec'd on 28/11/2024
 - j) As Built Roof Plan (Drawing No: 23/08/77B) - dated Nov 2024, rec'd on 28/11/2024
 - k) As Built Context Elevation (Drawing No: 23/08/81B) - dated Nov 2024, rec'd on 28/11/2024
 - l) As Built Context Elevation (Drawing No: 23/08/80C) - dated Nov 2024, rec'd on 28/11/2024
 - m) Proposed Site Plan (Drawing No: 23/08/82D) - dated Nov 2024, rec'd on 28/11/2024
 - n) Proposed Ground Floor Plan (Drawing No: 23/08/83E) - dated Nov 2024, rec'd on 28/11/2024
 - o) Proposed First Floor Plan (Drawing No: 23/08/84A) - dated Nov 2024, rec'd on 28/11/2024
 - p) Proposed Second Floor Plan (Drawing No: 23/08/85A) - dated Nov 2024, rec'd on 28/11/2024
 - q) Proposed Third Floor Plan (Drawing No: 23/08/86A) - dated Nov 2024, rec'd on 28/11/2024
 - r) Proposed Fourth Floor Plan (Drawing No: 23/08/87A) - dated Nov 2024, rec'd on 28/11/2024

- s) Proposed Fifth Floor Plan (Drawing No: 23/08/88A) - dated Nov 2024, rec'd on 28/11/2024
- t) Proposed Roof Plan (Drawing No: 23/08/89A) - dated Nov 2024, rec'd on 28/11/2024
- u) Proposed Site Plan & Landscaping (Drawing No: 23/08/66F) - dated Oct 2024, rec'd on 28/11/2024
- v) 3D Views (Drawing No: 23/08/45C) - dated Nov 2024, rec'd on 28/11/2024
- w) 3D Views (Drawing No: 23/08/46B) - dated Nov 2024, rec'd on 28/11/2024
- x) 3D Views (Drawing No: 23/08/47C) - dated Nov 2024, rec'd on 28/11/2024
- y) 3D Views (Drawing No: 23/08/48B) - dated Nov 2024, rec'd on 28/11/2024
- z) 3D Views (Drawing No: 23/08/49B) - dated Nov 2024, rec'd on 28/11/2024
- aa) 3D Views (Drawing No: 23/08/50A) - dated Nov 2024, rec'd on 28/11/2024
- bb) Design and Access Statement (including Landscape Statement), prepared by Danks Badnell Architects - dated November 2024, rec'd on 28/11/2024
- cc) Noise Impact Assessment, prepared by Accon UK Environmental Consultants - dated 12/11/2024, rec'd on 28/11/2024
- dd) Air Quality Statement, prepared by XCo2 - dated 14 November 2024, rec'd on 28/11/2024
- ee) Daylight and Sunlight Assessment, prepared by Accon UK Environmental Consultants - dated 13/11/2024, rec'd on 28/11/2024
- ff) Energy Statement, prepared by B56 Associates Ltd - dated 12/11/2024, rec'd on 28/11/2024
- gg) Town Planning Statement (including appendices), prepared by Savills - dated November 2024, rec'd on 28/11/2024
- hh) Transport Statement, prepared by Markides Associates - dated 14 November 2024, rec'd on 28/11/2024
- ii) Drainage details, prepared by MBP Consulting Engineers:
 - Proposed Below Ground Drainage Sheet 1 of 2 (no. 10022 MBP-XX-XX-DR-C-0600 P02) - dated June 2023, rec'd on 28/11/2024
 - Proposed Below Ground Drainage Sheet 2 of 2 (no. 10022 MBP-XX-XX-DR-C-0601 P02) - dated June 2023, rec'd on 28/11/2024
 - Drainage Calculation Sheet - dated 06/11-2024, rec'd on 28/11/2024
- jj) Townscape and Visual Impact Assessment, prepared by Montagu Evans - dated November 2024, rec'd on 28/11/2024
- kk) Financial Viability Assessment Report, prepared by Savills Viability - dated November 2024, rec'd on 28/11/2024

