

Registration Date:	29-Jan-2025	Application No:	P/05407/004
Officer:	James Guthrie	Ward:	Langley Mead
Applicant:	Steve Hall, Science of Spirituality	Application Type:	Minor
Agent:	Ehsan UL-HAQ, ArchiGrace Limited 4 Hurstfield Drive, Taplow, Maidenhead, SL6 0PF		
Location:	59 Willoughby Road, Slough, SL3 8JH		
Proposal:	Rearrangement of external appearance of the existing building by altering the front flat roof to pitched, installation of bike sheds, external render and new roof tiles.		

**Summary of Recommendation:** Delegate to Planning Manager for Approval



## **PART A - RECOMMENDATION**

- 1.0. Having considered the relevant policies of the Development Plan along with all other material considerations set out below, and the representations received from the community, it is recommended the application be delegated to the Planning Group Manager for approval subject to conditions.
- 1.1 Under the current constitution, this application is to be determined at Planning Committee, as it is an application with “five or more objections”.

## **PART B - PLANNING ASSESSMENT**

### **Site Description**

#### 2.0. The Site and Surroundings

- 2.1. The site is a single storey, detached building within an area characterised by residential buildings, typically two storey semi-detached houses (there are some detached houses); a newsagent/convenience store on the corner of Willoughby Road and Kennett Road to the south represents an exception to the residential area. The frontage of neighbouring dwellings (which appear to be Victorian era, with some more modern houses) are typically sufficient for a single car, as such, on-street parking is prevalent.
- 2.2. Planning permission was granted in 1980 to use the site as Scout Hut, however this use ceased several years ago. Images from Google Street view in August 2017 indicate that windows have been boarded up, and the state of the building appears similar to the current situation; the Scout insignia is still in situ in 2017, although it is unclear when the use as a Scout Hut ceased.



- 2.3. The lawful use of the site (since 1980) is as a Scout Hut, which would have been Use Class D2 (Assembly and Leisure) within the Town and Country Planning (Use Classes) Order 1987 (as amended). An amendment to the Use Classes Order 1987 became effective from 1 September 2020 to create several new Use Classes, which either replaced or combined Use Classes; uses falling under D2 now fall under Use Class F.2 (Local Community). A lawful development certificate

reference P/05407/005 was issued on 11 February 2025 to confirm the lawful use of the site falls within use class F.2.

- 2.4. The site has recently been used for meditation classes, meditation retreats, seminars, and youth group health activities, which is a use falling outside of the lawful use (F.2), and appears to fall within F.1, "Learning and non-residential institutions", specifically as a place for, or in connection with, public worship or religious instruction and this use has been the subject of a planning application (ref P/05407/003) which was refused permission on 25 June 2024 and the appeal is currently being considered by the Planning Inspectorate. It is understood that the recent, unauthorised use has ceased, however several comments received from neighbours refer to the impact this recent use had on neighbours, including traffic, parking and noise.
- 2.5. The building at site has a series of dual pitched roofs, at various heights, with a central section 5.7m tall, with the front and rear sections 4.5m tall and a flat roof element to the front with a parapet wall (2.7m and 3.25m, respectively). The pitched roofs have corrugated metal sheets, and the walls are a mixture of buff and red brickwork and corrugated metal cladding. The building generally fills the site, with a small open area to the front, approximately 4.5m deep but otherwise marginal distance between the building and the boundary. The rear garden of the neighbouring site, no. 61 Willoughby Road wraps around the side and rear boundary of the site. The site is separated from the neighbouring property, no.57 Willoughby Road by a single width track, which falls outside of the application site, and is used for rear access to properties in the area. The majority of residential properties in the area have exposed brickwork, although there are examples of rendered walls (in a variety of textures and tones).
- 2.6. The site is located within Flood Zone 1 within the Environment Agency Flood Risk Map for Planning, meaning that the area has a low probability of flooding.
- 2.7. The site is not in, or proximate to any Conservation Area, Locally Listed or Statutory Listed Buildings, and there are no Tree Preservation Orders on site or nearby. The site does not sit within an Air Quality Management Area.

### **Planning History**

#### **3.0. Relevant Site History:**

With reference to relevant planning applications, the following applications below are of significance:

P/05407/000 Use of premises for religious gatherings and activities

Refused 30 April 1980  
Appeal Granted 17 June 1981

P/05407/001 Use of premises for scout/club meetings with ancillary facilities

Approved with Conditions 30 April 1980

P/05407/002 Lawful development certificate to establish use of the building at 59 Willoughby Road as F.1(f) for more than 10 years

Refusal CLU/D;Informatives 28 September 2022

This lawful development certificate was refused as on the balance of probabilities it was not adequately demonstrated that the site has been used under Use Class F1(f) of Schedule 2, Part B of the Town and Country Planning (Use Classes) Order 1987 (as amended) continuously for a period of ten years.

P/05407/003 Planning application for the retention of last known use of building as D1 Non-residential institutions (Meditation Classes, Meditation retreats & Seminars, Book stalls/displays and youth group health activities) and rearrangement of external appearance by converting the front flat roof to pitched.

Refused; Informatives 25 June 2024

An appeal has been lodged against the LPA's decision to refuse planning permission, and is currently being considered by the Planning Inspectorate.

P/05407/005 Lawful development certificate for existing use as F.2(Local Community) of Town and Country Planning (Use classes) Order 1987 (as amended)

Approved Grant CLU/D;Informatives 11 February 2025

## **Consultation**

### 4.0. Neighbour Notification

4.1. In accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a number of site notices were displayed around the site on 5 February 2025.

4.2. Fifteen representations have been received from the following addresses on Willoughby Road: 30, 37, 39, 57b, 58, 61, 64, 66, 68, 71, 72, 76, 83, 87, and 88, and are summarised below:

- Impacts on neighbouring occupiers due to increased activity, vehicle movements, congestion and parking.

**Officer response:** The proposal was initially for retention of the F.2 use class with external alterations, however the use has been established by the lawful development certificate, and the use is no longer included in the description of development. The lawful use of the site has been established pursuant to a lawful development certificate, as the use formerly fell within use class D2 (which includes scout huts and community halls). The impact of activity at the site which falls within the same use class as the lawful use cannot be regulated by development control, and the site can be used for any purpose falling within F.2. An assessment with regards to impacts on neighbouring occupiers of the external alterations has been undertaken within the relevant section of this report.

- The use is not for the local community, but for visitors from outside of Slough.

**Officer response:** The recent use of the site (as “a place for, or in connection with, public worship or religious instruction”), appears to fall outside of the lawful use, and this use apparently attracted visitors from outside of Slough, due to the specific nature of the activities at the site. The proposal no longer refers to use of the site, as this has been established by the lawful development certificate. For a use to fall within F.2 it must be for the local community, therefore the lawful use would not normally attract users from outside of Slough, (which was not the case for the most recent, unauthorised use); the applicant states that the use would remain as class F.2, and it would be a planning enforcement matter if any future use falls outside of class F.2 and has not secured the necessary permission..

- The proposed cycle store will encroach on the public highway, and would have a visual impact.

**Officer response:** The proposed cycle store is within the boundary of the site, abutting the footway of the public highway. An assessment with regards to impacts of the external alterations on neighbouring occupiers or the character of the area has been undertaken within the relevant section of this report.

- Impact upon bats (protected species).

**Officer response:** The applicant had commissioned a bat survey report, undertaken by an ecologist in February 2022, which concluded that there was no bat roosting potential within the building, with no suitable crevices for bats to use, and there was no signs of bats or bat activities within the site. The bat assessment is discussed in greater detail further in this report.

## 5.0. **Description of Development**

### 5.1 The description of development, is as follows:

Rearrangement of external appearance of the existing building by altering the front flat roof to pitched, installation of bike sheds, external render and new roof tiles.

- 5.2 The description of development has been changed since the application was registered, as it was submitted prior to the lawful development certificate establishing the lawful use; previously the description included retention of the lawful use, however this is not necessary, as the lawful use can resume or continue without planning permission, and any use falling outside of the lawful use would require planning permission in its own right. The current application proposes external alterations to the existing building, including the provision of 18 cycle spaces, new roof materials (following the construction of a dual pitched roof) and external render.

## 6 **Planning Policy**

### 6.1 Introduction

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the

development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The current version of the National Planning Policy Framework (NPPF) was published in 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.

## **6.2 The Development Plan**

The Development Plan consists of:

- The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, (December 2008)
- Site Allocations Development Plan Document (2010)
- The Local Plan for Slough, Adopted March 2004
- Proposals Map (2010)

## **6.3 Supplementary Planning Documents and Guidance**

- National Planning Practice Guidance
- Slough Borough Council Developer's Guide Parts 1-4
- 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

## **6.4 Slough Local Development Framework, Core Strategy 2006 – 2026 (December 2008)**

The following key policies in the Core Strategy are relevant to the determination of the planning application.

- Core Policy 1 - Spatial Strategy
- Core Policy 5 – Employment
- Core Policy 6 – Retail, Leisure and Community
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 10 - Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

## **6.5 Slough Local Plan (Saved Policies 2010)**

Some of the policies in the Local Plan for Slough (2004) have been “saved” for development management purposes. The following policies have to be taken into consideration.

- EN1- Standard of Design
- EN3 – Landscaping
- EN5 – Design and Crime
- H14 - Amenity Space
- EN17 - Locally Listed Buildings
- T2 - Parking
- T8 - Cycling Network and Facilities
- T9 - Bus Network and Facilities

## 6.6 Other Material Considerations

### National Planning Policy Framework (NPPF) 2024

Chapter 2. Achieving sustainable development  
Chapter 3. Plan-making  
Chapter 4. Decision-making  
Chapter 5. Delivering a sufficient supply of homes  
Chapter 6: Building a strong, competitive economy  
Chapter 7. Ensuring the vitality of town centres  
Chapter 8. Promoting healthy and safe communities  
Chapter 9. Promoting sustainable transport  
Chapter 10. Supporting high quality communications  
Chapter 11. Making effective use of land  
Chapter 12. Achieving well-designed places  
Chapter 13. Protecting Green Belt land  
Chapter 14. Meeting the challenge of climate change, flooding and coastal change  
Chapter 15. Conserving and enhancing the natural environment  
Chapter 16. Conserving and enhancing the historic environment  
Chapter 17. Facilitating the sustainable use of minerals

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development:

“For decision making this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date<sup>8</sup>, granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance<sup>7</sup> provides a strong reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies

for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination<sup>9</sup>”

(for the footnotes highlighted, please refer to the document itself: <https://assets.publishing.service.gov.uk/media/675abd214cbda57cacd3476e/NPPF-December-2024.pdf>)

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

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

#### **6.6.1 The Proposed Spatial Strategy (Nov 2020)**

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This set out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough. The consultation document contained a revised Local Plan Vision which supports the Council’s vision for Slough as a place where people want to “work, rest, play and stay.”

#### **6.6.2 Equality Act**

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out in Section 12 of this report.

### **7.0 PLANNING CONSIDERATIONS**

**The planning considerations for this proposal are:**

- Principle for Development and Land Use
- Design and Character of the Area
- Impact on amenity of neighbouring occupiers
- Ecology & Impact on Local Protected Habitats
- Transport and Highways
- Making effective use of land
- Equality Considerations

#### **7.1 Principle for Development and Land Use**

A lawful development certificate reference P/05407/005 issued on 11 February 2025 established the lawful use of the site as use class F.2, in accordance with Town and Country Planning (Use Classes) Order 1987 (as amended). Use Class F.2 (Local Community) includes the following uses:



(a) a shop mostly selling essential goods, including food, to visiting members of the public in circumstances where—

(i) the shop's premises cover an area not more than 280 square metres, and

(ii) there is no other such facility within 1000 metre radius of the shop's location,

(b) a hall or meeting place for the principal use of the local community,

(c) an area or place for outdoor sport or recreation, not involving motorised vehicles or firearms,

(d) an indoor or outdoor swimming pool or skating rink

7.2 The proposal does not seek to change the use of the site, and therefore the site can be used for any purpose falling within class F.2. The site is not in an isolated location (Langley High Street, with various shops, is within 250m of the site, and the convenience shop on the corner of Willoughby Road and Kennet Road is within 60m of the site), and therefore it is unlikely that the site could be used as a shop selling essential items to the community (F.2(a)); given the size of the site it is unlikely to be used as outdoor sport or recreation, or swimming pool/skating rink (F.2(c) and (d)), therefore the likely use of the site will fall only as a hall or meeting place for the local community (F.2(b)).

7.3 The comments received from neighbouring occupiers regarding the impacts on noise, traffic and parking are not relevant to the current application, as the site can be used for any purpose within F.2 (although as stated above the majority of potential uses are unlikely to apply).

#### 7.4 **Design and Character of the Area**

Saved Policy EN1 requires development proposals to reflect a high standard of design and must be compatible with, and/or improve the surroundings in terms of layout, scale, height, architectural style and materials. Policy Core Policy 1 of the Core Strategy states that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings. Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited.

7.5 Core Policy 8 of the Core Strategy states that all development in the Borough shall be sustainable, of a high-quality design, improve the quality of the environment and address the impact of climate change.

7.6 Policy Core Policy 8 defines High Quality Design as to:

a) Be of a high-quality design that is practical, attractive, safe, accessible and adaptable;

b) Respect its location and surroundings;

c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and

d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

The policy also requires that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area.

7.7 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. Para 135 states that decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) 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.

7.8 The proposed development comprises the installation of cycle parking to the front elevations, alterations to the flat roof elements to the front elevation, to reflect the existing dual pitched roof, new tiled roof for the full length of the building, and externally rendered walls. The external alterations are considered to be relatively minor in terms of additional height of the roof (which would be up to 4.5m to match the existing dual pitched roof), application of render and new roof tiles, and cycle storage; being a single storey building which is relatively narrow but deep, the building at the site is unique within the context of two storey dwellings, and the external alterations are not considered to cause any harm to the character of the area. The external alterations are considered to be an improvement to the current site, which appears neglected and dilapidated following several years of poor maintenance. The proposed cycle shelters are relatively modest in terms of size (2.38m tall and up to 2.07m wide), and have no side walls, creating unenclosed structures which are not considered to be visually harmful.

The proposed design of the development is considered to be consistent with the objectives of Policy EN1 of the Local Plan for Slough March 2004, Core

Policies 1, and 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document and the requirements of the National Planning Policy Framework 2024.

## 8.0 Impact on amenity of neighbouring occupiers

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

- 8.1 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.
- 8.2 Comments from neighbours have focussed on noise and disturbance, and traffic/parking issues; these comments seem to relate to the recent (unauthorised) use for meditation related activities, which attracted visitors from outside of the area, with related parking issues. The use of the site within F.2 is lawful, and the proposed development does not seek to change the use. There are no concerns regarding the operational development, in the form of the various external alterations, which would not materially impact upon the amenity of neighbouring occupiers. The increase in height of the roof resulting from the replacement of the flat roof with a dual pitched roof is not considered substantial to impact upon such matters as overshadowing, increased sense of enclosure or loss of outlook. There are no additional windows proposed, therefore any impacts on privacy and overlooking will not be exacerbated.

## 9.0 Ecology & Impact on Local Protected Habitats

Paragraph 192 (b) of the NPPF requires new development to promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

- 9.1 Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.
- 9.2 Saved Policy EN22 sets out that special account will be taken of nature conservation interest when determining proposals for development which would be detrimental to land which contains features of ecological importance. Ecological appraisals are required where proposed development is likely to threaten any nature conservation interest.

### 9.3 *Biodiversity Net Gain*

In England, Biodiversity Net Gain (BNG) is now mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met (“the biodiversity gain condition”). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.

9.4 The proposal is exempt from mandatory BNG, as the site is predominantly hard surfaced or comprising buildings; as such there is no obligation to provide a 10% Net Gain for biodiversity.

#### 9.5 *Protected species*

The applicant has submitted a bat survey report (dated February 2022) following a concerns raised to the LPA regarding sightings of bats in the area, and the assumption that the building on the site (having been unoccupied for several years) may be a bat roost. The bat survey report, provided by a qualified ecologist (studying bats for over 28 years, and a member of Chartered Institute of Ecology and Environmental Management), confirmed there was no signs of bats, or bat activity within the site; the site showed no potential for bat roosting. Any voids within the roof structure which may have potential for bat roosting are either too shallow, or there was a build-up of spider webs indicating no use.

9.6 Whilst the presence of bats in the area has been reported by neighbouring occupiers, the bat survey concludes that the proposed development at the site will not impact upon bats; as such the proposal is acceptable in this regard. A condition is recommended that an up-to-date bat survey is undertaken to ensure there has been no evidence of bat activity, including roosting since the survey in February 2022 (over 3 years ago) to ensure that the replacement roof does not impact upon bats.

### **10.0 Transport and Highways**

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

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

10.2 Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

10.3 Paragraph 116 of the NPPF states that development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that

- maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
  - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
  - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 10.4 Core Policy 7 states: 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 sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 10.5 Development proposals will, either individually or collectively, have to make appropriate provisions for:
- Reducing the need to travel;
  - Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
  - Improving road safety; and
  - Improving air quality and reducing the impact of travel upon the environment, in particular climate change.
- 10.6 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The Parking Standards have been updated within Part 3 of the Slough Developer's Guide.
- 10.7 Policy T8 of The Adopted Local Plan for Slough 2004 provides that planning permission will not be granted for development which would prejudice the implementation of the proposed cycle network in Slough, and proposals must include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development.
- 10.8 The proposed use of the site has been established as lawful, therefore refusal of planning permission on highways grounds (related solely to the use and activity at the site) could not be justified. The site does not benefit from off-street parking for vehicles, (as the small area of hardstanding to the front of the site is inadequate for a car), and the proposed external alterations have no impact upon parking or highway safety. The provision of cycle parking (to the front of the site, which as mentioned above is inadequate for car parking) is welcomed, as it will encourage the use of cycles as an alternative to the private car, however the on-street parking which would have resulted from the former scout hut use can continue. Whilst acknowledging the views raised by local residents regarding the parking situation, these are not a consideration for the current proposal which relates solely to external alterations.
- 10.9 The proposed development relates solely to external changes to a building which can lawfully be used within class F.2; whilst it is noted that neighbours have raised concerns regarding the traffic generation, this is not a

consideration for the current planning application. The external changes, including alterations to the roof, render to the walls and the provision of cycle parking raise no highway safety or traffic concerns, and the additional cycle parking is a positive addition.

#### **11.0 Making effective use of land**

Section 11 of the NPPF discusses making effective use of land. Paragraph 124 of the NPPF sets out that:

- 11.1 Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.
- 11.2 Paragraph 125 of the NPPF sets out that planning policies and decisions should promote and support the development of underutilised land and buildings.
- 11.3 The proposal would improve the visual appearance of the building, although would not facilitate the lawful use of the site; the building, in its current form, could be used for a purpose within class F.2, however the external changes including new roof, render and cycle store would benefit the proposed use by the provision of a visually improved building, the opportunity to better insulate the building, and the provision for alternative transport options, but the function is not reliant on the external changes.
- 11.4 The use of the land within use class F.2, coupled with the external changes (which are considered to be visually acceptable), would result in an effective use of the land, and bring an unused building back into active use, meeting the objectives of paragraphs 124 and 125 of the NPPF.

#### **12.0 Equality Considerations**

The Council is subject to the Public Sector Equality Duty in section 149 of the Equality Act 2010, which (amongst other things) requires the Council to have due regard to the need to eliminate discrimination/harassment/victimisation, advance equality of opportunity between people who share (and do not share) a protected characteristic and foster good relations between people who share (and do not share) a protected characteristic.

- 12.1 Having due regard to the need to advance equality of opportunity between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and (iii) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 12.2 Having due regard to the need to foster good relations between persons who share (and do not share) a relevant protected characteristic involves having due

regard, in particular, to the need to: (i) tackle prejudice; and (ii) promote understanding.

12.3 The protected characteristics referred to in the Act are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The PSED is a continuing duty to have regard to the objectives identified in the Act as opposed to requiring the Council to achieve any particular outcome.

12.4 Throughout this report, due regard has been had to the needs of individuals with these protected characteristics, as required by the Act in order to understand the likely impact of the development proposal on them.

12.5 It is considered that there will be temporary (but limited) adverse impacts whilst the development is under construction. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. However, given the scale and likely duration of construction work, these impacts are not considered to be significant or long lasting.

### **13.0 RECOMMENDATION**

13.1 Officers recommend that the application should be approved, in accordance with the Recommendation in Part 1 of this report.

### **14.0 PART D: DRAFT CONDITIONS**

#### **1. Time Limit**

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

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

#### **2. Approved Plans**

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

- (a) Drawing No.PL01 Rev P4; Dated 04.12.24; Recd On 29/01/2025
- (b) Drawing No.PL02 Rev P4; Dated 04.12.24; Recd On 29/01/2025

**REASON** To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.



### 3. External materials

The external materials used for the proposed roof and rendered walls shall be as detailed in Drawing No.PL02 Rev P4; Dated 04.12.24; Recd On 29/01/2025. The new brickwork and mortar shall match as closely as possible the colour, texture and design of the existing building at the date of this permission.

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

### 4. Cycle storage

Prior to first use of the proposed development, the cycle parking provision detailed within Drawing No.PL01 Rev P4; Dated 04.12.24; Recd On 29/01/2025 and Drawing No.PL02 Rev P4; Dated 04.12.24; Recd On 29/01/2025 shall be provided and shall be retained at all times for 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.

### 5, Bat survey

Prior to development to replace the roof an up-to-date bat survey assessment shall be undertaken and submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in full accordance with any recommendations set out within the approved bat survey.

REASON In the interests of mitigating ecological impact of the development and in the interest of enhancing the biodiversity of the site in accordance with the Core Policy 9 of the Slough Borough Council Core Strategy 2008, the National Planning Policy Framework and the Wildlife and Countryside Act 1981 (as amended).

#### **Informatives:**

1. It is the view of the Local Planning Authority that the development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.