

Registration Date:	01-October-2020	Application No:	P/02411/022
Officer:	Michael Scott	Ward:	CENTRAL
Applicant:	Project Builders (Essex) Ltd	Application Type:	FULL
		13 Week Date:	25-Mar-2022
Agent:	Freeths LLP, 1, Vine Street, Mayfair, London, W1J 0AH		
Location:	Thames Central, Hatfield Road, Slough, SL1 1QE		
Proposal:	Construction of a side and roof extension to existing building to provide 52 apartments, involving the formation of a fourteen storey building.		

Recommendation: Delegate to the Planning Manager for approval.



P/12934/018

1.0 SUMMARY OF RECOMMENDATION

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

1) For approval subject to: the satisfactory completion of a s106 agreement, finalising conditions and pre-commencement conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31st August 2022, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee.

1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application for:

- Construction of a 13-storey addition to the northern side of the existing flatted building in conjunction with the addition of three floors of residential accommodation over existing building.
- Provision of 52 self-contained residential units – including eight units of affordable housing.
- Provision of a 300sq.m. roof top communal amenity space and a 93sq.m. roof garden.
- Formation of a new northern double height entrance reception.
- Car parking, cycle storage and refuse/recycling facilities to serve the enlarged property.

3.0 Application Site

3.1 The site lies in the Town Centre between the northern and southern limbs of Hatfield Road, which lies off the eastern side of The Grove.

3.2 The proposals relate to a 10-storey building formally used as offices, which is now being converted to residential accommodation under the

Prior Approval process. That project, SBC ref: F02411/021, will provide 153 residential units.

- 3.3 During the course of the implementation of that scheme, the external finishes of the building are being altered, with render, brick-slips and casement windows, as well as, a sprinkler system. These changes are being introduced to address the latest Building Regulations requirements relating to the fire safety of high buildings.
- 3.4 Vehicular access to the site is only from the north - off that part of Hatfield Road that runs behind the High Street.
- 3.5 There are five levels of the existing building that provide for car parking, cycle storage and refuse and recycling facilities – lower and upper basement (which are subterranean), ground floor, upper ground floor and first floor. These are all accessed from the northern access road.
- 3.6 The access for the existing residential accommodation is from the formal double height reception on the southern side.
- 3.7 To the north - across the service access road - lies the rear service yards of premises fronting the south side of the High Street. Some of these are being redeveloped and/or converted with mixed uses resulting in retail or commercial at ground floor facing the High Street and residential above with views south to the application site.
- 3.8 To the south lie two-storey dwelling houses - nos. 15 – 21 Merton Road- whose rear gardens extend to the boundary on the south side of Hatfield Road.
- 3.9 To the west, adjacent to the site, lies a 10-storey modern commercial building; namely, Patriot Court, 1-9 The Grove – now known as The Switch. This scheme is some 8.6 metres taller than the existing Thames Central property.
- 3.10 To the east lies the Hatfield Road car park. This abuts the lower 3/4 storeys of the application premises. Its vehicular access lies on the south side. There is a pedestrian access on the north side with an undercroft passage link directly to High Street.
- 3.11 In summary: the site lies within an area designated as the Town Centre, as set out on the Proposals Plan; the site is not in a Conservation Area; the existing property is not a Listed Building; there are no trees on the site or those adjoining; and, it does not lie in a Flood Zone requiring a Flood Risk Assessment.

4.0 **Relevant Site History**

4.1 Relevant site history relating to this site is as follows:

- F/02411/021 Prior approval for change of use from offices (B1a) to form 153 apartments - Prior Approval Required and Approved - 16-10-2019.
- F/02411/016 Prior approval for change of use from offices (B1a) to form 146 apartments Prior Approval Required and Approved - 03-08-2018
- F/02411/014 Prior approval for change of use from offices (B1a) to form 147 apartments Prior Approval Required and Approved - 06-06-2017
- P/02411/011 Change of use to part of 8th floor and additional first floor space as offices and construction of additional parking level - APPROVED – 27/04/98.
- P/02411/010 Demolition of existing offices and erection of part 8, part 9 storey offices and ancillary car parking - APPROVED – 14/02/94.
- P/02411/009 Demolition of existing offices & re development of 7 storey associated office block with car parking - APPROVED – 22/03/93.
- P/02411/008 Redevelopment to provide B1 office accommodation - APPROVED – 18/05/90.

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) site notices were displayed in the immediate vicinity of the site and in Merton Road on 13/07/2020. The application was advertised as a major application in the 30/10/2020 edition of The Slough Express.

5.2 No comments from members of the public have been received.

6.0 **Consultations**

6.1 **Local Highway Authority:**

These are the final comments provided by SBC Highways and Transport for application P/02411/022 at Thames Central. A Transport Statement produced by Savi Designs was submitted as part of the application. Additional amendments were requested by SBC Highway's and Transport on 31st January 2022 and 9th February 2022.

Application Description

Planning Permission is sought for a proposed roof and side extension of the existing building to provide 52 apartments. A total of 205 units would be provided on site including the 52 proposed and 153 dwellings previously consented at Thames Central under F/02411/021, which was a prior approval notification for change of use from B1a Offices to residential dwellings.

Vehicle Access

Vehicular access would be provided using the existing vehicle access to the building. Collision data publicly available in CrashMap.co.uk shows no accidents were recorded during the most recently available 5 year period. Therefore there is no indication that the existing access junction has an existing highway safety problem.

At the request of SBC, the applicant has provided a drawing (Drawing No. SK100, titled '*Site Layout Plan*', dated 02/02/2022) of the existing site access which demonstrates visibility splays of 2.4m x 43m can be provided from the site access in accordance with Manual for Streets requirements for a 30mph speed limit.

SBC Highways and Transport have no objection to the continued use of the existing vehicular access for the planning application.

Trip Generation

The Transport Statement includes a forecast of vehicular trip generation. The TS forecasts that the proposed 52 dwellings would generate 13 two-way trips during the AM Peak Hour and 14 two-way trips during the PM Peak Hour.

SBC Highways and Transport have no objection to the proposed development on the basis of vehicular trip generation. The additional 52 dwellings are unlikely to have more than a negligible impact on the capacity of the local highway network.

Access by Sustainable Travel Modes

The proposed development site can be considered an accessible location which sits on the boundary of Slough's Town Centre Commercial Core Area (TCCA). The site is situated approximately 150m from Slough High Street, 900 metres from Slough Train Station, 950m from Slough Bus Station. The nearest bus stops to the site are on Slough High Street, 180m from the site where the 81 Bus Service provides a service every 12 minutes between Hounslow and Slough.

Car Parking

SBC Highways and Transport have no objection to the proposed parking ratio of 0.47 parking spaces per dwelling. The site is in a location close to the High Street and forthcoming Slough Central redevelopment, where there is the possibility to walk for a number of journey purposes.

97 parking spaces would be provided on site to serve a total of 205 dwellings including the proposed 52 units and 153 units consented under a previous

prior approval scheme. This equals a ratio of 0.47 parking spaces per dwelling.

The site is located on the border of the defined Town Centre Area within the Slough Local Development Framework and Slough Core Strategy (2006 – 2026). The adopted SBC Parking Standards state that nil parking provision maybe acceptable for residential developments located within the accessible Town Centre Area.

SBC Highways and Transport have previously granted planning permission for developments with comparable low parking ratios in close proximity to the proposed development.

On-Street Parking

Hatfield Road and the roads surrounding the proposed development site are subject to parking restrictions Monday to Saturday between 09:00 – 17:00 with pay machine bays allowing parking for upto three hours, with no return within three hours. Therefore there is unlikely to be any overspill of parked vehicles onto the surrounding road network and parking associated with visitors could be accommodated in the nearby pay and display bays.

EV Charging

The applicant has confirmed that the proposed development will include EVCP for 30 car parking spaces as stated in the Design and Access Statement, which would mean 30% of spaces on site are provided with EVCP.

The applicant has confirmed implementation of a communal parking layout where 97 dwellings are provided with the 'right to park' one vehicle each but are not allocated a specific parking space. This is to allow flexible access to EV Charging Points, given provision is less than 1 EVCP per dwelling.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of 1 EVCP per dwelling where parking spaces are allocated/dedicated to a dwelling and allows a minimum of 10% of spaces to be fitted with EVCP where a communal parking layout is proposed. Therefore a communal parking layout should be implemented for a select number of residents with the right to park.

Cycle Parking

The submitted site layouts display a total of 205 covered, secure cycle parking spaces and at the request of SBC have provided covered visitor cycle parking providing 10 spaces, which will provide cycle parking for visitors to the development or Deliveroo riders.

SBC Highways and Transport have no objection to the proposed cycle parking for the proposed development.

Deliveries, Servicing and Refuse Collection

The applicant has agreed to the provision of a loading bay on Hatfield Road to ensure that delivery vehicles do not block the public highway. The

proposed delivery bay is shown on the following drawing: *DELIVERY VEHICLE TRACKING – Drawing No. SK101, dated 17/02/2022.*

This satisfies SBC's request dated 09/02/2022 for a delivery bay to reduce the possibility of delivery vehicles blocking the public highway which is necessary given Hatfield Road is a busy road serving Hatfield Road Car park.

SBC Highways and Transport require the applicant to make a Section 106 Contribution of **£3000** towards the Traffic Regulation Order for the new loading bay and to enter into a Section 278 agreement for the works within the public highway.

Summary and Conclusions

I confirm that I have no objection to this application from a transport and highway perspective.

Recommended Conditions for Approval

[Highways set out conditions covering Visibility, Layout, Electric Charging Points, Cycle Parking, Bin Storage/Collection, together with Informatives. These are included below at 19.0]

6.2 Thames Water:

Waste Comments

With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local

Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

Water Comments

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

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

6.3 Crime Prevention Design Advisor for Berkshire | Local Policing | Thames Valley Police

[NOTE: These are their comments on the original submission – observations on the revised scheme under consideration are awaited and will be reported on the Amendment Sheet.]

Thank you for consulting me on the planning application above. I have liaised with Police colleagues and analysed crime data

Unfortunately, I have little choice but to object to the proposals. I consider some aspects the design and layout to be problematic in crime prevention design terms and therefore feel that the development does not meet the requirements of;

- The National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127 (part f), which states that; 'Planning policies and decisions should ensure that developments... create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community

cohesion and resilience’.

In addition, I believe that the Design and Access Statement (DAS) does not adequately address crime and disorder as required by CABE’s ‘Design & Access Statements- How to write, read and use them’. This states that DAS’ should; ‘Demonstrate how development can create accessible and safe environments, including addressing crime and disorder and fear of crime’.

Justifications for my objection and advice for the authority and applicant on creating a safer and more sustainable environment are given in the observations below:

Lack of Active Surveillance: I appreciate the site constraints, However consideration should be given to the lengths of blank walls and boundaries in the immediate area of the ‘rear’ communal entrance and how the proposed development design and layout will add to this problem – blank elevations should be avoided as they do not support Natural surveillance over the public realm. Where natural surveillance via design cannot be achieved, consideration should be given to the provision of a CCTV system that covers public space, residential access points (internally and externally) and private parking areas. An operational requirement exercise should be undertaken to assist in the specification of a cost-effective system that provides appropriate coverage and functionality. SBD provides guidance on this.

New Communal entrance: I have fundamental concerns regarding the size, design and layout of the proposed communal entrance. Given the lack of external natural surveillance and crime risk, the communal entrance must include a secure airlock lobby system separating the public realm from the private residential core/ lift and stairwell. Consultation with the DOCO is recommended to ensure that criminal opportunity is minimised within the design and that the day to day access and emergency egress do not undermine the security of the residential building above.

- I ask that the ground floor communal entrance be redesigned, and enlarged to include a secure air lock lobby large enough to hold all post boxes for this rear extension. I ask that amended plans be submitted prior to any approval being granted.

[NOTE: As requested, this aspect was met by a fresh design to address the above points and assessed below in section 11.0.]

Postal services: As discussed above, the layout plans identify the location of the Communal entrance but does not yet show details of a secure lobby or location of the residential letterboxes. I therefore cannot identify how the postal deliveries will be managed or how the safety and security of private residential areas will be maintained. Letterboxes for apartments are a contentious issue and can lead to the

security of the apartments being undermined. Unrestricted postal delivery access also provides a legitimate excuse for unauthorised individuals to be in private areas where they have no right to be, this in turn raises the fear of crime and provides opportunity for ASB and criminal activity). Secured by Design best practice offers three solutions to this issue; (1) creating an airlock system with secure boxes within the airlock area; (2) external secure letterboxes; or (3) through the wall letterboxes. The first solution would be the preferred

- I ask that the ground floor communal entrance be redesigned, and include the location of all post boxes for this rear extension. I ask that amended plans be submitted prior to any approval being granted.

[NOTE: As requested, the postal services were include internally in a fresh design to address the above points and assessed below in section 11.0.]

Shared access onto terrace or podium: I cannot identify how access onto the podiums will be achieved or how it will be controlled. Access onto communal podiums can be problematic in terms of privacy and ASB. Where access is provided via the residential corridor, all the residents of that block (and their guests) will have a litigate reason / excuse to be in, on or travelling through the private corridors of that floor (during the day and night). It will be unclear what activity/behaviour will be expected in what should be a private residential corridor. Conflicting use and activity is likely to negatively impact on: privacy, the sense of residential ownership and community cohesion. Alternatively, where access to the communal podium is provided via the residential core, or adjacent to the core, the privacy of the residents can be maintains by appropriate segregation and access control.

[NOTE: This matter is addressed below in Section 11.0.]

Access to new units above PD.

I consider the layout to be excessively permeable. Development that include significant numbers of apartments/flats can suffer adversely from anti-social behaviour due to unrestricted access to all areas and floors of the building. I cannot identify how unauthorised individuals will be prevented from accessing the apartment above the PD units. An access control/entry system must be provided to ensure security for residents and compartmentation of the development restricting unauthorised intrusion while promoting community safety. This is a fundamental concern however this could be dealt with via the following planning condition.

[NOTE: This matter is addressed below in Section 11.0.]

Once the above fundamental concerns have been resolved, I ask that the following or similar worded planning condition be places upon this

application.

Condition

To ensure that the opportunity to design out crime is not missed I request that the following (or a similarly worded) condition be placed upon any approval for this application;

- *Prior to commencement of works above slab level, a written strategy for access control should be submitted to, and approved by the authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.*

To aid the applicant I have provided the following as an aid to achieving this condition;

- ✓ All external and internal communal entrance doors must meet the requirements of the minimum physical security requirements of building regulation Part Q. They must also include electronic remote release locking systems with audio/visual link to each apartment capable of capturing and recording images of individuals using the entry panel. Lift/stair core access must be controlled so residents only have access to the floor on which they reside. Any secondary security doors sets that isolate each core from private residential corridors must also be controlled by a remote release system with audio link to units. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access whilst maintaining their own security.
- ✓ The system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;
- ✓ External Communal entrance: All external and internal Communal entrance doors should be controlled via the use of electronic remote release locking systems with audio/visual link to each apartment. The system must be capable of recording images and storing them for a minimum of 30 days.
- ✓ Secure communal lobbies: Any internal door sets should meet the same specification as above
- ✓ Vehicle under croft parking roller shutters: These must be robust and secure, electronic access controlled capable of being operated without the drives having to leave their vehicle.
- ✓ Cycle storage facilities: theft of valuable cycle is a growing concern, Integral communal bicycle stores within blocks of flats should be accessible only by those with legitimate use, fitted with a secure electronic access control doorsets.

[NOTE: As requested, a similarly worded condition together with the points made in the draft informative are included in the Recommendation below.]

Note :Communal entrance door sets: An increased number of dwellings results in doorsets being used more frequently. Likewise the proximity of the development to a high crime area can subject doorsets to more use/abuse. Therefore the applicant should satisfy the local authority that all communal entrance doors are fit for their intended

purpose and environment, and are able to withstand the day to day use in a communal application: All doorsets must comply with the requirements of SBD Guidance.

[NOTE: This is to be included in a condition together with an informative which are included in the Recommendation below.]

6.4 SBC Housing Department

“I think the proposals are acceptable from an affordable housing point of view, and being in one block will hopefully mean there is interest from Registered Providers to take on the units.

In terms of tenure, the preference would be that there are let at Slough Living Rent rates.”

6.5 SBC Landscape Officer

The proposed conversion of this office block to residential provides no amenity space at ground floor. Balconies are proposed for the apartments which is acceptable.

A roof terrace is proposed as communal area and this would be supported. The design must seek to provide but not limited to a sheltered area with trees, shrubs, grass, vegetables plots maintenance and irrigation facilities for the enjoyment of the residents.

[A condition was offered which has been included below at 19.0]

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework and National Planning Policy Guidance:

Section 2: Achieving sustainable development

Section 5: Delivering a sufficient supply of homes

Section 7: Maintaining the vitality of Town Centres

Section 8: Promoting healthy communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

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

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing
Core Policy 7 - Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural, built and historic environment
Core Policy 10 – Infrastructure
Core Policy 11 - Social cohesiveness
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Polices)

EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
H13 – Backland/Infill Development
H14 – Amenity Space
T2 – Parking Restraint
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map

Slough Local Development Plan and the NPPF

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

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

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2021, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the National Planning Policy Framework 2021 and refined in case law. The 'tilted balance' as set out in the NPPF paragraph 11 requires local planning

authorities to apply the presumption in favour of sustainable development (in applications which relate to the supply of housing) unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

7.2 Emerging Preferred Spatial Strategy for the Local Plan for Slough

One of the principles of the Emerging Preferred Spatial Strategy is to deliver major comprehensive redevelopment within the “Centre of Slough”. The emerging Spatial Strategy has then been developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

It is important that key sites within the town centre or on the edge are developed in a comprehensive manner and that all of the necessary linkages and infrastructure are provided.

7.3 Interim Framework for the Centre of Slough

Slough Borough Council has produced an Interim Planning Framework for the Centre of Slough which comprises a “land use” framework which sets out how sites could come forward for development in a comprehensive way. The Framework seeks to bring together existing planning policy and practice in Slough as it currently applies to the town centre. It can be used to inform planning decisions but does not have the weight of planning policy. The Framework was considered at Planning Committee on the 31 July 2019 and members endorsed the approach taken in the strategy.

The Interim Framework promotes an “activity” led strategy which seeks to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough. It explains that the main elements for developing such a strategy are already in place. The centre can become a world class transport hub. It has the potential to be a thriving business area and can accommodate a large amount of new housing. It also recognises the aspiration to create a new cultural hub in Slough. All of these will generate the footfall and spending power that can be captured by a regenerated and revitalised shopping and leisure centre.

The Framework promotes the redevelopment of the Queensmere and Observatory shopping centres in a way which “rediscovers the High Street” and makes it the focal point. This means that new retail and

leisure uses should front onto the High Street rather than looking inwards. It also proposes to create a new pedestrian street which links the High Street to the station via Mackenzie Square and Brunel Way. This will help to break down the barrier that is currently formed by amount of traffic on the A4 Wellington Street and start to knit the centre back together.

The Framework recognises that there is an important role for some “meanwhile” uses in the centre in order to maintain its vitality and viability.

The Framework sets out the broad principles for how the centre should look in terms of building heights, street patterns, key linkages and design quality. The Framework aims to direct development to key areas and sites and ensure new development is coordinated to ensure it ties in with transport objectives and contributes to an improved image of the town through good quality design and place-making.

The Framework recommends that tall buildings should only be allowed if they are of the highest standard of design, improve the urban realm in particular the public spaces around the base and they do not have an adverse impact upon neighbouring uses. It is also important that they provide high quality living standards for their residents and in particular address air quality issues. This may require tall buildings to be set back a significant distance from the edge of street.

The Framework provides further specific design guidance for tall buildings:

- take account of impact on skyline and surroundings
- a hierarchy
- opportunity for landmarks to mark views in and across the centre – create a new and varied skyline – must have regard to sensitive long distance views particularly from Windsor Castle, and views of the castle from the Copper Horse, and of St Ethelbert’s and Slough Railway Station

As such, it establishes an indicative strategy based on the following key principles for the assessment of any proposals for tall buildings. Namely:

- Elegant consolidated skyline
- Focus tallest buildings in most sustainable locations near station and retail core
- Enclosure of streets and spaces
- Respect existing pedestrian scale of High Street
- Respect settings of key landmark buildings

It concludes with specific aspects of design guidance, which are:

- Avoid single aspect accommodation
- Maximise views towards Windsor castle
- Communal use access to top floors
- Take opportunities for penthouses
- Minimise overshadowing
- Prevent excessive wind at ground level
- Particular attention to design of top
- Large enough site for good quality public realm and provide wider regeneration benefits

7.4 The starting point of the assessment of any planning proposals is to ensure there is accordance with the Development Plan unless material considerations indicate otherwise. The engagement of the NPPF tilted balance and the provision of housing is an important material consideration.

The planning considerations for this proposal are:

- Principle of development inc. Housing Mix (section 8.0)
- Impact on the character and appearance of the area inc. height of the proposed development & heritage assets (section 9.0)
- Impact on amenity of neighbouring occupiers (section 10.0)
- Living conditions for future occupiers of the development inc. Noise and Crime Prevention (section 11.0)
- Highways and parking (section 12.0)
- Infrastructure & Affordable Housing (section 13.0)
- Environmental Issues - Micro-climate, Surface Water Drainage & Sustainability (section 14.0)
- Equalities (section 15.0)
- Heads of terms for S.106 contributions (section 16.0)
- Presumption in favour of sustainable development (section 17.0)

8.0 **Principle of development inc. Housing Mix**

8.1 The National Planning Policy Framework 2021 encourages the effective and efficient use of land. These proposals involve the extension of a residential building to provide a further 52 new self-contained units of residential accommodation. As such, the proposals comply with the overall thrust of the NPPF.

8.2 Core Policies 1 and 4 which seek high-density, non-family type housing to be located in the Town Centre. Whilst, in the urban areas outside of

the town centre, new residential development is expected to be predominantly family housing. As a Town Centre site these proposals are wholly consistent with policy in that they comprise a flatted scheme.

- 8.3 The proposals comprise 24 one-bedroom, 20 two-bedroom units (9no. 3-person and 11no. 4-person) and 8 three-bedroom units of accommodation.
- 8.4 Both the National Planning Policy Framework and the Local Development Plan seek a wide choice of high-quality homes which should be considered in the context of the presumption in favour of sustainable development. The site is considered to be located in a sustainable location as it benefits from access to public transport, education, retail, leisure, employment and community facilities
- 8.5 Paragraph 8 of the NPPF sets out that achieving sustainable development means that the planning system has three over-arching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.
- 8.6 Paragraph 9 of the NPPF stresses that sustainable solutions should take local circumstances into account, to reflect the character, needs and opportunities of each area
- 8.7 In Core Policy 1 the Council seeks a scale and density of development that will be related to a site's current or proposed accessibility, character and surroundings.
- 8.8 In Core Policy 8 the Council seeks all development to be sustainable, of high-quality design that respects its location and surroundings, in that it should respect the amenities of adjoining occupiers and reflect the street scene and local distinctiveness of the area.
- 8.9 Accordingly, in Core Policy 9 the Council states development will not be permitted where it does not respect the character and distinctiveness of existing townscapes. The impact of the current proposals is considered in section 9.0 below.
- 8.10 Therefore, having regard to the National Planning Policy Framework 2021 and the Local Development Plan, there are no objection to the principle of flatted residential development on this site.

9.0 **Impact on the character and appearance of the area inc. height of the proposed development & heritage assets**

- 9.1 The National Planning Policy Framework encourages new buildings to be of a high-quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy,

and Local Plan Policies EN1 and EN2.

- 9.2 As described above, the application relates to an existing building in the Town Centre. The site and location are characterised by a tight urban grain. The footprint of the existing building occupies its entire site.
- 9.3 The Hatfield Road car park abuts part of the eastern flank of the existing Thames Central building for five floors from alongside the middle of the eastern flank and almost to its northern extent, where the podium at Thames Central lies beyond the face of the car park.
- 9.4 Whilst on the western flank, Patriot Court abuts the existing Thames Central building for five floors at the southern end and then steps away alongside the middle and further still at the northern end of the common boundary.
- 9.5 That part of the proposed scheme on the northern end would sit atop of a podium section of the existing building and would extend to a height above the existing top floor of the structure. Whilst an additional four floors of accommodation would be added to the existing structure.
- 9.6 The resultant building would be the tallest structure in this part of the Town Centre. As such, this assessment of the proposals has regard to the Interim Framework for the Centre of Slough document, as this provides guidance and principles specifically set out to address the inclusion of tall buildings in this designated area.
- 9.4 The northern extension shows a much articulated form with a series of vertical elements and returns. These are each clearly punctuated by fenestration and balcony features to ensure a consistent rhythm and a vertical emphasis. The proportions of each face of the elevation satisfactorily create a scale that addresses the site specifically and the location without appearing bulky. Whilst the proposals are tall, it is considered that the design is refined and as such the structure would not seem over-bearing and dominating.
- 9.5 The additional floors over the existing building follow a more horizontal theme that reflects the character of the flanks of the existing building. The footplate of these additional floors is set back from the existing southern façade, so as to leave the apparent height of the resultant building much the same, with the exception of a pergola feature that links the existing facade through the transition to the face of these additional floors above.
- 9.6 In respect of the southern end of the resultant building, it is considered that the form of that transition from the existing to the additional floors would ensure that the proportions and style of the existing façade would be preserved.

- 9.7 The palette of materials for the proposed extensions comprises a Kensington Buff Multi brick slip, copper and fibre cement cladding, with steel pergola and glazed balconies. These would harmonise with the refurbished finishes of the existing building; whilst their application in the design of the northern extension would ensure it would be distinct and clearly a latter addition.
- 9.8 With reference to the principles set out for tall buildings in the Centre of Slough Framework, it has be noted that these proposals involve a design that would be multi-faceted to afford dual aspect accommodation, some of which would be afforded views towards Windsor Castle. There would be a number of penthouses and a pair of communal roof top gardens offering in excess of some 300 squares. The articulation of the skyline would be marked by a varied profile that would be composed of various finishes that accentuate the form of the accommodation.
- 9.9 The impact of the scheme at street level would be relatively modest. The northern taller element would sit atop the existing podium; so, the changes at street level would focus on the new reception entrance. This would be of double height in a glazed style. The lighting and finishes would provide an attractive feature to reflect the function and purpose in relation to the introduction of a new residential occupancy in this part of the street.
- 9.10 There are no heritage assets in the immediate vicinity of the site. Given the proposed height of the scheme, consideration of the impact on the background views at more distant heritage assets has been assessed. Due to distance and intervening buildings, there would be no impact on views from any of the following Listed Buildings:- Slough Railway Station, St. Ethelbert's Church, St. Mary's Church, Upton Hospital, The Red Cow PH (140 Albert St.), St. Laurence Church/Upton Court, no. 74 Upton Road and The Rose & Crown PH (nos. 312-314 High Street). The view from The Copper Horse in Windsor Great Park shows that the site lies in a cluster of buildings and given the distance it would make no significant impact on the view of Windsor Castle.
- 9.11 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore would comply with Policies EN1 and H13 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2021.
- 10.0 **Impact on amenity of neighbouring occupiers**
- 10.1 The National Planning Policy Framework 2021 encourages new developments to be of a high-quality design that should provide a high quality of amenity for all existing and future occupiers of land and

buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

- 10.2 As set out above, there are adjacent neighbouring residential occupiers in properties to the north that face south from the High Street, residential properties to the east and south in Yew Tree Road and Merton Road, and, there are also the Prior Approval units in the converted former offices within the existing Thames Central building.

In respect of daylighting and sunlight

- 10.3 A full Daylight and Sunlight Assessment has been produced for these sites, with the following findings:

In terms of daylight criteria –

The High Street properties comprising:

272A – There would be some reductions up to 10% - thus meeting the BRE target criteria figure of 20%.

274-276 (Sapphire Court) – There would be some reductions up to 17% with the exception of 5 windows where the reductions would range up to 29%, which is categorised as ‘minor adverse’.

288-290 – There would be some reductions up to 7% with the exception of 5 bedrooms but as bedrooms and not day rooms, this is not considered to represent a substantive harm in an urban context.

298 (Skyline Apartments) - There are 193 (of 215) windows where there would be reductions within the BRE target criteria figure of 20% and a further 9 windows where there may be a reduction of 21%. Of the remaining 13 windows the reductions would range up to 29%, which is categorised as ‘minor adverse’.

Nos. 15 – 23 (odds) Merton Road - There would be limited reductions - not exceeding 5% thus readily meeting the BRE target criteria figure of 20%.

Elizabeth Court (Yew Tree Road) – There would be some reductions of up to 15% with the exception of one ground floor window, which may exceed 20%. However, it was noted that this particular window is a secondary window opening to a room and is somewhat already impaired by existing circumstances. As such, this would not be deemed significant.

The converted residential (PD) flats in Thames Central – There would be no impact on those units adjacent to the new structure, as the internal configurations have been suitably revised to ensure the windows are not affected by the proposed extension.

In terms of sunlight criteria for each of the neighbouring sites and properties (this criteria is only applicable to those relevant windows that lie in relation to the path of the sun) –

It was found that the majority of sun important habitable rooms readily meet the BRE target criteria of 20%. As the very limited isolated departures reductions are still very close to the target criteria, it is considered there would be no substantive harm. It is also noted, there are no impacts on neighbouring gardens.

10.4 The NPPF sets out that at Paragraph 125 that

“Where there is an existing or anticipated ... [shortfall] ... to meet housing needs, it is especially important that ... developments make optimal use of the potential of each site. In these circumstances:

(c) In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

10.5 It has been found that there may be change in daylight and sunlight over the target of 20% but there are either extenuating circumstances in relation to the difficulties of an existing window or that the affected windows are either secondary and/or not a principal habitable room. Furthermore, the locality is within the Town Centre which is already characterised by a tight urban grain.

10.6 In conclusion, it is considered that as SBC does have a shortfall in housing supply and therefore, with due regard to the advice of the NPPF, the predicted impacts do not warrant refusal.

In respect of potential loss of privacy

10.7 It is noted that only the northern extension would face existing residential accommodation opposite facing south from the High Street. Given the difference in height, the extension at roof level over the existing building at Thames Central, there would be no impact on the neighbouring residential accommodation.

10.8 The northern extension would contain two flats per floor facing north towards the existing residents along the High Street. These would have an open plan living space, two bedrooms and a balcony on this elevation. It must be note that this new accommodation relates to the fourth storey and above.

10.9 The proposed northern extension would lie some 25 metres from the nearest of the High Street properties and over 30 metres from most of these residentially occupied upper floors.

10.10 Given the distances, orientation and angles of view, it is considered that there would be no adverse harm on the amenities of the existing

residential accommodation nearby.

In respect of a sense of enclosure or over bearing form

- 10.11 The overall impact of the northern extension and the roof extension over the existing Thames Central building must be considered in the context of the locality. There is a large multi-storey building immediately to the west and a large-scale, multi-storey car park adjoining to the east. So, the proposals would lie in a cluster of large scale development that would be focused on the new development in its midst.
- 10.12 The northern extension would be based on an existing podium, which is the equivalent of some three storeys. So, the additional height would increase this existing structure with a consequential impact on the locality and in particular at street level.
- 10.13 Whilst the overall width of the new structure would be some 22.5 metres, the face of the extension would be split into three parts by a setback, which gives returns between; so, the individual faces of the elevation would be some 9 metres, 6 metres and 7.5 metres respectively. Given the proposed form, it is considered that the impact would appear as bulky and thus not over bearing.
- 10.14 The occupants of the existing residential accommodation in the High Street that face south already have Thames Central and Patriot Court, as well as, the car park as their outlook. The proposed northern extension would foreshorten the sense of separation by some 14 metres; though as noted above, a distance of some 25 to 30 metres would remain. Whilst there would clearly be a significant change in relationship between the two sets of properties the retention of such a wide gap would ensure that any sense of enclosure would be minimised.
- 10.15 As the addition of the new structure at roof level would be set back from the front face of the existing Thames Central building, its impact on the perceived height of the resultant building would be diminished for the nearest neighbours to the south in Merton Road, whose homes are some 50 metres away from the foot of the application property.
- 10.16 Overall, it is considered that the perception of the change would therefore be accommodated in this setting.
- 10.17 Based on the above, it is considered that the scale and bulk of the extension would neither be overbearing nor give rise to an undue sense of enclosure for persons in the local street environment.

In conclusion:

- 10.16 It is considered that there are no significant concerns to be raised in

terms of the impacts on neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy, Policies EN1 and EN2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2021.

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

11.1 The National Planning Policy Framework 2021 states that planning should create places with a high standard of amenity for existing and future users.

11.2 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."

Internal layout

11.3 All of the units would meet the Council's internal space standards, as set out in the Technical Housing Standards – Nationally Described Space Standard 2015.

11.4 Each of the proposed dwellings would be provided with windows that achieve a satisfactory degree of daylight, aspect, and outlook.

Amenity space.

11.5 With the exception of one flat, each and every one of the 52 new residential units would have their own balcony. The one exception is on the 14th floor of the proposed northern extension, so, it would have immediate access to the two proposed roof gardens.

11.6 The two roof gardens comprise of a communal landscaped space of 300 sq.m. over the central part of the building and a further 93 sq.m. space at the southern end of the building (each of which would be available for all the occupants in Thames Central – i.e. the 153 PD flats and the 52 proposed in this application).

Security and Crime prevention

11.7 Further to the original comments from the Crime Prevention Design Advisor, the applicant has both clarified the details of their scheme and revised the plans to address each of the issues raised.

11.8 The northern entrance has been totally redesigned to feature glazing to the two street facing facades and, in conjunction with the re-positioning of the lift and stair core, has produced an open, welcoming, two-storey entrance lobby. It is considered that the impression on passers-by and those seeking to enter and leave the building would be vastly more

acceptable. As such, this has addressed those concerns for the original scheme.

11.9 In addition, the revised scheme offers a much larger lobby where post boxes for those residents served by this entrance can be accommodated internally for greater comfort and security.

11.10 The applicant has clarified that access and circulation within the building between floors and the roof gardens, would be controlled by personalised key fob and door entry systems. As such, it is considered that the proposals would achieve the degree of compartmentalisation required by Secured by design standards. Details would be submitted under the condition set out below in 19.0.

In conclusion:

11.11 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H11 of the Adopted Local Plan.

12.0 **Transport, Highways and Parking**

12.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians and where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework states that '*Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

12.2 The site lies in the designated Town Centre, where there is no policy requirement for on-site car parking for residential developments.

12.3 Thames Central has five levels of car parking; though, under the latest Building Regulations the need for a fire suppressant sprinkler system has led to the introduction of water tanks and a secure means of escape, which have reduced the capacity of the original space.

12.4 As such, there would be 97no. car parking spaces within the available space on these five levels to serve the entire building including the Prior Approval flats. A total of 30 spaces shall be fitted with charging facilities for electric cars. Eleven car spaces would be designated wider

bays for wheelchair access.

- 12.5 A condition is set out below to require a car parking management strategy, in order to ensure the most efficient use of the available spaces for the combined number of residents of the Prior Approval scheme and the current proposals to ensure the EV charging points are readily available for the appropriate vehicles.
- 12.6 Cycle parking is to be provided in accordance with the Council's standards. A total of 205 cycle storage spaces will be available for the total 205 units within the building.
- 12.7 Bin/recycling storage facilities would be expanded and combined with those of the existing building serving the 153 units already there. These are to be located at ground floor level and first floor level with a bin hoist between the two levels to ensure management can coordinate with the refuse service at the northern entrance.
- 12.8 As the existing access, on the northern side of the building, would remain to serve the entire scheme, the applicant has agreed to provide a loading bay on the south side to enable the reception of deliveries, goods and services. This requirement from the Highway Authority will be covered by s.278 and funds from the applicant through a s.106 Agreement.
- 12.9 Based on the above, the proposal is considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

13.0 **Infrastructure and Affordable Housing**

Education:

- 13.1 As the proposal is between 15 and 100 units, in accordance with Core Policy 10 and Part 2 of the Developer's Guide, the Education Authority would seek education contributions. In accordance the tariffs set out in the Developer's Guide: each one bed flat attracts £903; and, each two or three bed flat attracts £4,828. Based on the proposed mix, the proposal would attract a financial contribution of £156,856.

Affordable Housing:

- 13.2 Core Policy 4 of the Core Strategy requires all proposals of 15 or more dwellings (gross), to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

- 13.3 The requirement for an affordable housing contribution falls on the current application for 52 units. For the avoidance of doubt, the Prior Approval scheme of 153 units is deemed to fall outside of this requirement.
- 13.4 The applicant has offered 12 units in the 2nd – 7th floors of the northern tower as affordable housing. These are 6 x 2 bedroom and 6 x 3 bedroom apartments which represents 30% of the units in the overall extension on a habitable room basis.
- 13.5 Further to the Housing Department's request the applicant's agent has confirmed these will be let at Slough Living Rent rates.

Infrastructure

- 13.6 As set out above at 12.8, the Highway Authority requires a load bay be created at the southern entrance of the complex, to avoid congestion and possible highway safety concerns.

14.0 **Environmental Issues - Micro-climate & Sustainability**

Micro-climate

- 14.1 The applicant has had the wind effects of the altered massing of the building modelled to demonstrate the change in how pedestrians would be affected at the street level.
- 14.2 The study notes that in general the local site wind regime around buildings is governed by background windiness, the aerodynamics of the development itself and the aerodynamic proximity effects of the surrounding buildings, which can cause wind funnelling, downdraft and/or wind shielding effects. All of these factors vary respectively with approach wind direction and need to be accounted for wind sector by wind sector.
- 14.3 The report sets out that the existing Thames Central building is almost entirely protected from the prevailing south-westerly winds by the massing of the building at Patriot Court (The Switch) to the west. The less frequent north-easterly winds have some impact at street level in that part of Hatfield Road to the north of the site between the rear of the High Street and the site's car parking entrance.
- 14.4 In summary, the report concludes that the new structural changes resulting from the proposed extensions would not result in any harmful impacts in the pedestrian environment around the site, as the likely impact would remain safe for all users.

Surface Water Drainage

- 14.5 The northern extension would be built upon the existing two storey podium and the new floors over the existing building would replace the roof with a similar external surface at a higher level.
- 14.6 As such, there would be no addition to the existing extent of hard surfacing within the site. Therefore, the scheme would not materially alter the existing level of surface water run-off.

Sustainability

- 14.7 The building works are designed to minimise the need for mechanical ventilation, heating and cooling.
- 14.8 Improved insulation standards will be utilised to exceed Part L of The Building Regulations.
- 14.9 The scheme will utilise 100% low energy lighting
- 14.10 Water use will be minimised by using flow-restricting taps, dual-flush WC appliances and providing individual water meters.

In conclusion:

- 14.11 Based on these points, it is concluded that the environmental impacts of the proposals are in accordance with the thrust of local and national policy and guidance.

15.0 Equalities Considerations

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

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

- 15.2 The proposal would provide new residential accommodation at a mix of dwelling sizes that would all be compliant with the Nationally Described Space Standards. Eleven of the 97 parking spaces would be sized for wheelchair accessibility. The communal doorways, internal corridors, lift; front doors into each flat all provide appropriate widths for wheelchair accessibility. These provisions are considered appropriate and would comply with local and national planning policies.
- 15.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.
- 15.4 In relation to the car parking provisions, there are potential adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics, if the occupier/individual does not have access to a car parking space in the development. A justification for the level of car parking is provided in the transport section of this report to demonstrate compliance with the NPPF and transport planning policies in the Local Plan/Core Strategy.
- 15.5 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

16.0 **Heads of terms for s.106 requirements**

16.1 The applicant is required to enter into a Section 106 Agreement, the Heads of Terms for which are as follows:

- a. A policy compliant package of on-site affordable housing;
- b. Payment of a financial contribution to fund education; and,
- c. A TRO to ensure a loading bay is formed in Hatfield Road.

17.0 **Presumption in favour of sustainable development**

- 17.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local Planning Authority cannot demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law should be applied.
- 17.2 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are any conflicts with the Development Plan.
- 17.3 In coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing 52 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough. The Local Planning Authority considers therefore that any adverse impact of the development, would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2021 taken as a whole.
- 17.4 On balance, the application is recommended for approval, as it is considered that there are benefits from the formation of fifty-two residential units in a sustainable location; so, it is suggested that planning permission should be granted in this case. The benefits of supplying fifty-two extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

18.0 **PART C: RECOMMENDATION**

- 18.1 Having considered the relevant policies and planning considerations set out above, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure a package of on-site affordable housing and a financial contribution towards education as set out in paragraph 16.0;
- 2) agreement of the pre-commencement conditions with the

- applicant/agent;
3) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30th September 2022 unless a longer period is agreed by the Planning Manager.

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

1. Time

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 unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. 1908 (P-)00, Dated SEPT 20, Recd On 02/08/2021
- (b) Drawing No. 1908 (0-) 01 Rev. B, Dated 26.07.21, Recd On 02/08/2021
- (c) Drawing No. 1908 (0-) 02 Rev. B, Dated 19.07.21, Recd On 02/08/2021
- (d) Drawing No. 1908 (0-) 03 Rev. B, Dated 19.07.21, Recd On 02/08/2021
- (e) Drawing No. 1908 (0-) 04 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (f) Drawing No. 1908 (0-) 05 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (g) Drawing No. 1908 (0-) 06 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (h) Drawing No. 1908 (0-) 07 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (i) Drawing No. 1908 (0-) 08 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (j) Drawing No. 1908 (0-) 09 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (k) Drawing No. 1908 (0-) 10 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (l) Drawing No. 1908 (0-) 11 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (m) Drawing No. 1908 (0-) 12 Rev. A, Dated 08.07.21, Recd On 02/08/2021

(n) Drawing No. 1908 (0-) 13 Rev. A, Dated 08.07.21, Recd On 02/08/2021
(o) Drawing No. 1908 (0-) 14 Rev. A, Dated 08.07.21, Recd On 02/08/2021
(p) Drawing No. 1908 (0-) 15 Rev. A, Dated 29.11.21, Recd On 02/12/2021
(q) Drawing No. 1908 (0-) 16 Rev. C, Dated 26.07.21, Recd On 02/08/2021
(r) Drawing No. 1908 (0-) 17 Rev. B, Dated 26.07.21, Recd On 02/08/2021
(s) Drawing No. 1908 (0-) 18 Rev. A, Dated 08.07.21, Recd On 02/08/2021
(t) Drawing No. 1908 (0-) 20, Dated 22/02/21, Recd On 02/08/2021
(u) Drawing No. 1908 (0-) 21, Dated 22/02/21, Recd On 02/08/2021
(v) Drawing No. 1908 (0-) 22, Dated 22/02/21, Recd On 02/08/2021
(w) Drawing No. 1908 (0-) 23, Dated 22/02/21, Recd On 02/08/2021
(x) Drawing No. 1908 (0-) 24, Dated 22/02/21, Recd On 02/08/2021
(y) Drawing No. 1908 (0-) 25, Dated 22/02/21, Recd On 02/08/2021
(z) Drawing No. 1908 (0-) 26, Dated 15/02/22, Recd On 17/02/2022
(aa) Drawing No. 1908 (0-) 32, Dated NOV 2021, Recd On 02/12/2021
(bb) Drawing No. SK100, Dated 02/02/22, Recd On 17/02/2022
(cc) Drawing No. SK101, Dated 17/02/22, Recd On 17/02/2022
(dd) Unnumbered/undated NE street view, Recd On 02/12/2021
(ee) Unnumbered/undated NW street view, Recd On 02/12/2021
(ff) Unnumbered/undated NW rear street view, Recd On 02/12/2021
(gg) Unnumbered/undated SE street view, Recd On 02/12/2021
(hh) Unnumbered/undated SW street view, Recd On 02/12/2021
(ii) Unnumbered/undated SW rear street view, Recd On 02/12/2021
(jj) Unnumbered/undated CGI Front elevation, Recd On 02/12/2021
(kk) Unnumbered/undated CGI NE elevation, Recd On 02/12/2021
(ll) Unnumbered/undated CGI NW elevation, Recd On 02/12/2021
(mm) Unnumbered/undated CGI Rear elevation, Recd On 02/12/2021
(nn) Unnumbered/undated CGI SE elevation, Recd On 02/12/2021
(oo) Unnumbered/undated CGI SW elevation, Recd On 02/12/2021
(pp) Undated document ref: 18-57 showing new northern entrance, Recd On 01/02/2022
(qq) Undated document ref: 20-37 showing new northern entrance, Recd On 01/02/2022
(rr) Design & Access Statement by WDR & RT Taggart ref. no. Revised Issue 3, Dated July 2021, Recd On 02/08/2021
(ss) Daylight & Sunlight Report by SchroedersBegg ref. 200/DH, Dated May 2020, Recd Recd On 01/10/2020
(tt) Energy Assessment by Energy Test Ltd., Dated 17/09/2020, Recd On 01/10/2020
(uu) Planning Statement by Freeths., Dated September 2020, Recd On 01/10/2020
(vv) Supplementary Daylight & Sunlight Statement by SchroedersBegg ref. 200/DH, Dated 26th July 2021, Recd On 02/08/2021
(ww) Transport Statement by Savi Designs ref: version 3, Dated 23 September 2020, Recd On 01/10/2020

(xx) Wind and MicroClimate Assessment by FD Global Ltd., Dated 18 May 2020; Recd 01/10/2020

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. New finishes to building works

Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Details of elevations

No development shall commence above ground floor level until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows and doors (including frames and reveals); down pipes; edging details to flat roofs; lift over-runs; balustrades and balconies; external guttering; canopies; any rooftop structures including flues, satellite dishes, plant, lift overruns, cleaning cradles; have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021)

5. Construction Management Plan

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking

and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2021

6. Crime Prevention

No development shall commence until a secure access and internal circulation strategy and a secure letter/parcel drop strategy, in line with the principles of Secured by Design and in consultation with Thames Valley Police, has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2021.

7. Thames Water infrastructure

No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development.

8. Hard & Soft Landscaping

Prior to first occupation of the development hereby permitted, a scheme for landscaping of the roof top terrace shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. details of all hard surfacing;
- b. details of all boundary treatments;
- c. details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees.
- d. details of garden maintenance equipment storage and irrigation points
- e. details of biodiversity gains including but not limited to bird boxes, insect hotels and bat boxes where appropriate and as recommended by the project ecologist.

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

9. Refuse/recycling facilities

The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future.

REASON To ensure that there is adequate storage facilities available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2021.

10. External Lighting

No part of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON: To ensure that a satisfactory lighting scheme is implemented as

part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2021).

11. Obscured Glazing

Windows annotated as having obscure glazing on the approved plans shall be provided in situ prior to occupation of the development and shall be retained at all times in the future for this purpose. These window openings shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the Local Planning Authority prior to the substantive completion of the development hereby approved and any opening section shall be high level at a minimum height of 1.7 metres above the finished internal floor level.

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

12. Car Parking Provision

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

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway and to ensure adequate car parking to serve the development in accordance with Policy T2 of the adopted local Plan for Slough 2004

13. Car Park Management Plan

No part of the development hereby permitted shall be occupied until a car park management scheme relating to the use by any occupier of the existing and the extended premises has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include measures:

- a) To ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
- b) To ensure spaces are not permanently linked to dwellings.
- c) Stating how 30 electric vehicle charging point spaces will be made available to residents with plug-in vehicles.

- d) How use of charging point spaces by non plug-in vehicles will be restricted.
- e) To set out the allocation of any visitor spaces.

No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter, the allocation and use of car parking spaces shall be in accordance with the approved scheme.

REASON to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

14. Cycling Facilities

Prior to the occupation of the development hereby permitted details of the cycle parking provision (to include housing/enclosure and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2021 and to meet the objectives of the Slough Integrated Transport Strategy.

15. Visibility Splays

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

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

16. EV Charging Facilities

Prior to the occupation of the development hereby permitted, the residential car parking provision shall be provided, to include a total of 30 electric vehicle charging points. The residential electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure vehicle parking is provided and encourage up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework

17. No further windows

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in the [flank and rear] elevations of the development without the prior written approval of the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Local Plan for Slough 2004 and to minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

18. No Impediment to Access

No barriers, gates, etc shall be erected at the vehicular access without first having obtained the written approval of the local planning authority.

REASON In the interests of amenity and general highway safety in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

19. Level Access

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the residential units and the external amenity/balconies and the main lobbies.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework

Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework 2021.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions and seeking amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. An Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) has been entered into with regards to the application hereby approved.
3. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
4. During any demolition and all construction on site:-
 - (a) The best practical means available in accordance with British Standard Code of Practice B.S. 5228:1984 shall be employed at all times to minimise the emission of noise from the site.
 - (b) The operation of site equipment generating noise and other nuisance causing activities audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 to 1700 on Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays or Public Holidays.
 - (c) At all times vehicular access to properties adjoining and opposite the application site shall not be impeded.
 - (d) No waste or other material shall be burnt on the application site.
 - (e) A suitable and sufficient means of suppressing dust and fumes must be provided and maintained on the site and used so as to limit the detrimental effect of construction works on adjoining residential properties.
 - (f) No mud or other dirt shall be allowed to get onto the public highway where it could cause a danger to pedestrian and other road users.

5. The applicant will need to apply to the Council's Local Land Charges on 01753 477316 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
6. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
7. 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.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. 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.
10. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
11. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
12. In relation to condition 6 above, the developer should consider and follow the advice below:
 - All external and internal communal entrance doors must meet the requirements of the minimum physical security requirements of building regulation Part Q. They must also include electronic remote release locking systems with audio/visual link to each apartment capable of capturing and recording images of individuals using the entry panel. Lift/stair core access must be controlled so residents only have access to the floor on which they reside. Any secondary security doors sets that isolate each core from private residential

corridors must also be controlled by a remote release system with audio link to units. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access whilst maintaining their own security.

- The system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;
 - (a) External Communal entrance: All external and internal Communal entrance doors should be controlled via the use of electronic remote release locking systems with audio/visual link to each apartment. The system must be capable of recording images and storing them for a minimum of 30 days.
 - (b) Secure communal lobbies: Any internal door sets should meet the same specification as above
 - (c) Vehicle undercroft parking roller shutters: These must be robust and secure, electronic access controlled capable of being operated without the drivers having to leave their vehicle.
 - (d) Cycle storage facilities: theft of valuable cycle is a growing concern, integral communal bicycle stores within blocks of flats should be accessible only by those with legitimate use, fitted with a secure electronic access control doorsets.