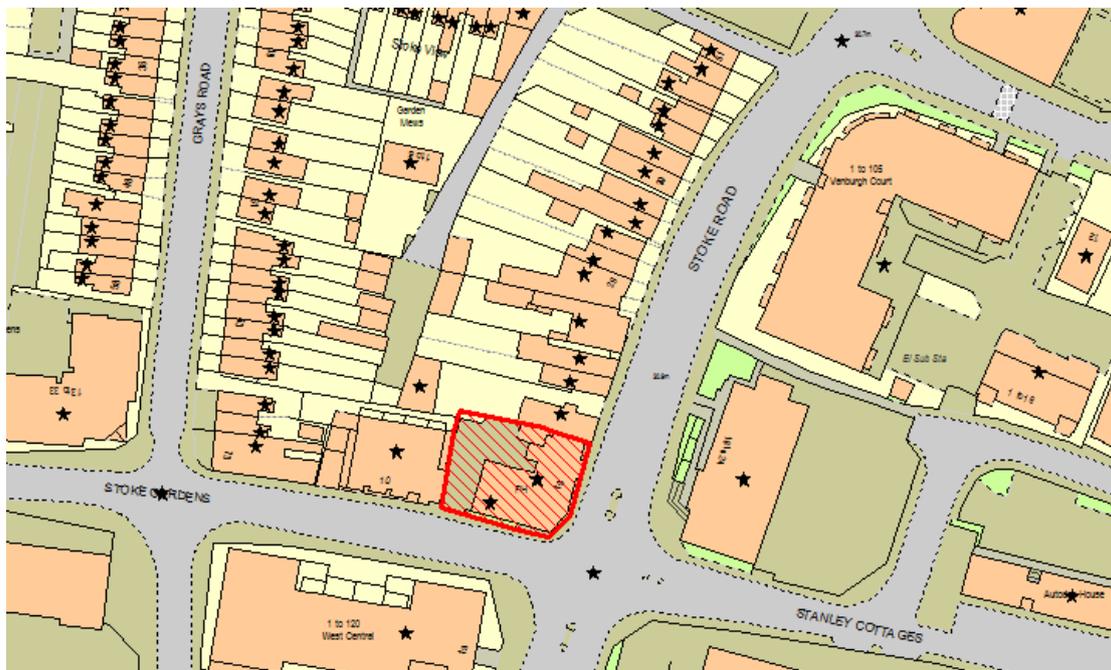


Registration Date:	18-Mar-2021	Application No:	P/04557/012
Officer:	Alex Harrison	Ward:	Elliman
Applicant:	Silver Hey Properties Ltd	Application Type:	Major
		13 Week Date:	17 June 2021
Agent:	Rosalind Gall, Solve Planning Ltd Sentinel House, Ancells Business Park, Harvest Crescent, Fleet, GU51 2UZ		
Location:	Rai Solicitors, 19, Stoke Road, Slough, SL2 5AH		
Proposal:	Outline planning permission for the demolition of existing commercial buildings and erection of a 7-storey residential building at the corner of Stoke Road and Stoke Gardens to provide up to 24 new dwellings with associated cycle and car parking. Access, layout, appearance and scale to be determined with landscaping reserved for future consideration.		

Recommendation: Refuse



1.0 SUMMARY OF RECOMMENDATION

1.1 Under the current constitution this application is being brought to Committee for decision as the application is for major development.

1.2 Having considered the relevant policies set out below, the representations received from all consultees, as well as all other relevant material considerations, it is recommended that the decision be **REFUSED** for the following reasons:

1. The proposed development would, by virtue of its scale and bulk, results in a incongruous, dominant and prominent addition to the streetscene that would not achieve a high quality of design and would not enhance the quality of the built environment. The proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.
2. The proposed development will result in residential accommodation that fails to achieve appropriate levels of natural daylight and sunlight and fails to provide amenity space for all units and will therefore provide a substandard level of amenity for future occupiers of the development to their detriment. The proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.
3. The proposed development will result in the demolition and therefore permanent loss of a non-designated heritage asset that is an example of 19th Century architecture in the town. The adverse impact from the loss of the heritage asset is not outweighed by the benefits and the proposal is therefore contrary to Policy 9 of the Local Development Framework Core Strategy 2008, saved policy EN17 of the Local Plan for Slough March 2004 and the requirements of the National Planning Policy Framework 2021.
4. The proposed development, by virtue of its scale and bulk will have an overly dominant and overbearing impact on the setting of 21 Stoke Road, a non-designated heritage asset. The adverse impact on the setting of the heritage asset is not outweighed by the benefits and the proposal is therefore contrary to Policy 9 of the Local Development Framework Core Strategy 2008, saved policy EN17 of the Local Plan for Slough March 2004 and the requirements of the National Planning Policy Framework 2021.
5. The proposal would, if acceptable in other respects, be required to legally secure affordable housing units, provide for necessary infrastructure by way of appropriate financial contributions, and to

secure a late stage financial viability review in respect to on-site and / or off-site affordable housing contributions, all of which would need to be secured by the completion of a section 106 agreement. No such agreement has been completed, contrary to Policies 4, 9 and 10 of the Slough Local Development Framework Core Strategy 2006 - 2026, Slough Borough Council's Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106) and to the requirements of Regulation 61 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

PART A: BACKGROUND

2.0 Proposal

2.1 The application seeks outline planning permission for the demolition of existing buildings at the site and its redevelopment to provide 24 flats with associated car and cycle parking and bin storage. The only matter reserved with this proposal is landscaping which means that access, appearance, layout and scale are submitted for detailed consideration.

2.2 The proposal shows a single building that rises to 7 storeys in height. The top floor is set back from the front line of the building. The site is on a corner and provides an entrance at this corner with servicing elements proposed on Stoke Gardens. The proposal shows a vertical emphasis with window openings and amenity space is provided in the form of integrated balconies. At ground floor level there are 2no private garden areas for corresponding units. Two accessible parking spaces are proposed at the rear which would be accessed using the existing arrangement from Stoke gardens.

2.3 The housing mix for the scheme proposed is as follows:

- 8no – 1 bed flats
- 14no – 2 bed flats
- 2no – 3 bed flats (built to accessible standards)

The two 3 bed units are proposed to be built to accessible standards and will have one of the dedicated parking spaces each. They are proposed as affordable housing units as well.

2.4 The scheme for consideration is an amended proposal that was initially submitted as an 8 storey block that provided 29 units. Feedback was provided from the Case Officer raising a number of concerns relating principally to scale and design of the proposal and the applicants were given the opportunity to address the concerns through amendments.

2.5 The application was originally submitted with the following technical content:

- Daylight/Sunlight Report
- Planning Statement
- Heritage Statement
- Noise Assessment
- Design and Access Statement
- Drainage Strategy
- Transport Statement
- Travel Plan
- Viability Appraisal
- Retail Market Report

Following the submission of amended plans the following further documents were submitted:

- Addendum Design and Access Statement
- Revised Heritage Statement
- Revised Transport Statement
- Revised Travel Plan
- Revised Daylight/Sunlight Reports
- Revised Viability Appraisal

3.0 Application Site

- 3.1 The application site sits at the corner of Stoke Road and Stoke Gardens. The site currently contains a two storey building which is used as a solicitors office that fronts Stoke Road and single storey building that was last used as a takeaway/hot food unit that fronts Stoke Gardens (this is known as 19A although the site is one planning unit). At first floor there are currently 2no 1-bed residential units.
- 3.2 The single storey element is faced in painted brick and blockwork which is principally coloured white with a red alternate colour in parts. The roof is formed with a pitched slate roof to the Stoke Road frontage but changes to a flat roof with parapet when it addresses the corner of Stoke Gardens and Stoke Road. The two storey elements is faced in an off-white render with a pitched slate roof. This part of the building fronts Stoke Road with a balanced appearance of symmetrical window and door openings. The rear of the building is white painted brickwork with inconsistent locations of doors and windows.
- 3.3 The building is designated as a locally listed building, a status granted in 1995. It is listed under the Printer's Devil Public House, Stoke Road and forms part of the list of locally listed building under Appendix 6 of the Slough Local Plan 2004. The significance of the property derives from its 19th century architectural design and its former historic use as a public house. It is clearly legible as a 19th century property in a prominent position is of some architectural and historic significance

- 3.4 The rear of the site provides a courtyard which can accommodate 1 or 2 vehicles and is also the servicing area from the units, there is no formal parking layout. This is accessed from Stoke Gardens.
- 3.5 The site lies immediately adjacent to the defined town centre the limit of which end to the south. It is part of the designated Stoke Road Neighbourhood Shopping Centre which is a historic saved designation from the Local Plan Proposal's Map 2010.
- 3.6 The character of the wider area is varied. To the north is the remaining shopping centre which takes the form of a run of 2 storey buildings fronting Stoke Road. To the east is a non-residential building of 4 storeys and north of that is the recently completed Vanburgh Court development which sits at 7 storeys. To the immediate south is a development of flats provided in a building of 3-6 storeys and to the west the site immediately abuts 10 Stoke Gardens a converted and extended building providing residential units over 5 floors. Properties to the north and west are mainly low scale at 2-3 storeys and there is a general character of larger scale building to the northeast and east of the site varying between 4 and 5 storeys with the exception of the aforementioned Vanburgh Court.

4.0 Site History

- 4.1 The following applications account for the relevant planning applications at the site. Anything prior to 2004 relates to signage unless listed below:

P/04557/010

Advertisement Consent for Display Of 1 No. X Fascia Sign And 1 No. X Projecting Sign (Both Non - Illuminated)
Approved 20/12/2011

P/04557/009

Sub - Division Of 1 No. X Three Bedroom Apartment To 2 No. X One Bed Apartments
Approved 20/12/2011

P/04557/005

Alterations To Doors & Windows (Amended Plans 17.01.95)
Approved 18/01/1995

P/04557/002

Alterations To Public House
Approved 06/02/1987

- 4.2 In the wider area a number of schemes adjacent to or close to the site have gained consent in recent years.

10 Stoke Gardens

P/05597/15

Construction of two additional floors creating a third and fourth floor comprising 5no. residential flats (4no. two bedroom and 1no. one bedroom flats with parking) with existing basement level car park.

Approved 01/06/2016

P/05597/012

Alterations To Elevations And Change Of Use Of Building From Offices (Class B1) To 14 No. Flats (Class C3) Comprising 11 No. One Bedroom And 3 No. Two Bedroom, Incorporating Conversion Of Ground Floor Car Park To Residential And Provision Of Cycle Store And Bin Store, Car Parking To Basement Level.

Approved 22/02/2013

1a Stoke Road

P/00149/017

Demolition Of Existing Building And Redevelopment Of The Site To Provide A Part Four/ Part Five/ Part 7 Storey Residential Building (Class C3) Comprising 120 Dwellings Together With Associated Refuse Storage, Car Parking, Cycle Parking, Pedestrian And Vehicular Access And External Works.

Approved 08/11/2013

26-40 Stoke Road (Vanburgh Court)

P/00731/038

Addition of two dwellings (new total 119 dwellings). Minor material amendment to existing planning permission P/00731/037 dated 12th Nov 2018 (Variation of condition 2 (approved drawings), 4 (bin storage), 5 (cycle parking) of planning permission P/00731/032 dated 7/02/2018 for 117 homes. Variation includes 5th and 6th floor windows, addition of juliette balconies to court yard facing flats, extension of smoke shafts on roof.) (Original permission P/00731/032 Demolition of garage building and redevelopment to provide 117 residential units with associated parking and landscaping).

Approved 14/06/2019

P/00731/037

Variation of condition 2 (approved drawings), 4 (bin storage), 5 (cycle parking) of planning permission P/00731/032 dated 24/08/2017 for 117 homes. Variation includes 5th and 6th floor windows, addition of juliette balconies to court yard facing flats, extension of smoke shafts on roof.

Approved 12/11/2018

P/00731/032

Demolition of garage building and redevelopment to provide 117 residential units with associated parking and landscaping

Approved 07/02/2018

5.0 Neighbour Notification

- 5.1 Due to the development being a major application , in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), site notices were displayed outside the site on 07/04/2021 and again on 24/03/2022. The application was advertised in the 19/03/2021 edition of The Slough Express.
- 5.2 Two letters of objection have been received raising the following planning issues:
- Building is out of scale and dwarfs the historic building next door.
 - Plans are misleading to downplay the scale of development
 - Residential use at ground floor is inappropriate
 - Does not meet parking requirements
 - No affordable housing proposed is problematic.
 - Loss of sunlight to properties on Grays Road
- 5.3 Following the submission of amended plans and a change in the description, the application has been republicised with site notices being erected on 29/06/2022 and a press notice published on 24/06/2022 to allow for further comment from neighboring objectors.

At the time of drafting this report one letter had been received raising the following objections:

- Overdevelopment of the site.
- Inadequate parking provision
- Plans are misleading to downplay the scale of development
- Building is out of scale and dwarfs the historic building next door
- Bin storage location means the road will be blocked on collection day.
- Impact on light to neighbours is worse than the assessment shows

Members will be updated of any further correspondence received via the amendment sheet.

6.0 Consultations

6.1 Transport and Highways

Vehicle Access

SBC Highways and Transport do not recommend refusal, or have an objection to the proposed development on the basis of the proposed vehicle access arrangements.

The site access is a dropped kerb/vehicle crossover in the same location as the existing dropped kerb/crossover for the existing car park on site.

As requested by SBC, the applicant has provided ADL Drawing No. 4844-SK-02 titled '*Site Access Visibility Analysis*' which demonstrates a visibility splay of 2.4m x 43m of visibility can be provided in each direction from the proposed site access, in accordance with the requirements of Manual for Streets for a 30mph speed limit. The left hand splay appears to cross a landscaping/planting area and the height of any obstructions in this area should be restricted to a maximum height of 600mm.

SBC Highways and Transport requested the provision of turning space within the site to ensure a vehicle could ingress/egress the site in a forward gear, however the applicant was unable to provide additional turning room within the parking area.

The TS states that the existing access arrangements cause cars to ingress the site in a forward gear and reverse out of the site onto the public highway, and that the proposals will reduce the number of vehicles reversing onto Stoke Gardens, given the lower number of parking spaces.

The TS identifies that four collisions have occurred during the most recently available 5-year period at the crossroads between Stoke Road and Stoke Gardens/Stanley Cottages. Three were slight in severity and one was classed as serious. There have been no accidents recorded at, or in close proximity to the site access on Stoke Gardens.

Site Layout

SBC Highway and Transport request that a planning condition is used to secure details of surface water drainage from the site. The site should be designed so that surface water does not discharge onto the public highway.

Trip Generation

SBC Highways and Transport request a forecast is provided of the number of trips generated by sustainable travel modes including walking, cycling, bus and rail.

The TS includes a forecast of the site's potential trip generation based on trip surveys from TRICS, the national trip generation database. The TRICS assessment concludes that the site would generate upto one two-way vehicle trip during the typical peak hours and six two-way trips on a daily basis, based on only two flats having access to the two disabled parking bays.

The development is forecast to result in a reduction of traffic generated by the site which is currently occupied by a restaurant and a solicitors with a car park to the rear.

SBC Highways and Transport accept that the proposed development would reduce the expected vehicular trip generation of the site and have no objection to the proposed development on the basis of the site's forecast trip generation.

Access by Sustainable Travel Modes

SBC Highways and Transport consider the site highly accessible by sustainable travel modes, given the site is located approximately 60m (1 minutes walk) from the nearest bus stop, north of the site on Stoke Road. The site is 240m from Slough Railway Station (3 minutes' walk), 270m from Slough Bus Station and 500m (6 minutes' walk, 3 minutes cycle) from Slough High Street. The site is located 500m from Tesco Extra (6 minutes' walk, 3 minutes cycle).

A walking distance of 400 metres (and 200m within town centres) is deemed a reasonable walking distance by the Chartered Institute of Highways and Transport (CIHT) within their document: '*Planning for Walking and Cycling, 2015*'.

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

Contribution towards Sustainable Travel Infrastructure

SBC Highways and Transport require a Section 106 Contribution of £36,000 towards the provision of a signalised pedestrian crossing across Stoke Gardens at the Stoke Road / Stoke Gardens signalised junction.

The proposed development is 'car free' with no parking spaces provided and is located in close proximity to Slough Railway Station, Slough Town Centre and Slough Bus Station. Therefore proposed development will increase the number of pedestrians crossing Stoke Road in order to walk to these facilities.

Car Parking

SBC Highways and Transport have no objection to the proposed development on the basis of the proposed parking ratio.

The applicant proposes 2 disabled parking space and 0 standard parking spaces for use of residents as shown on the Proposed Ground Floor Plan (Drawing No. 200). This is a reduction from the 8 parking spaces provided for the existing land use. It was stated at preapplication stage that a car free development would be supported given the site's location and constraints.

The Transport Statement outlines that there is minimal on-street parking available within a 200m walking distance of the site, with the majority of on-street parking permit controlled bays or controlled parking bays with a time limit.

The site can be considered suitable for low levels of car ownership due to its highly accessible location by sustainable travel modes. The minor scale of development and parking restrictions on surrounding roads also reduce the likelihood there will be any overspill of vehicles owned by residents from the development.

Slough's Transport Policy allows for nil parking provision within the Town Centre and within designated shopping areas. Furthermore, Core Policy 7 of Slough's Core Strategy (2006 – 2026) states that: *'Maximum restraint will be applied to parking for residential schemes in the town centre. In the rest of the Borough, the level of parking within residential development will be appropriate to both its location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents'*.

Cycle Parking

30 secure and covered cycle stands are proposed in the form of 15 two-tier racks, which would be provided within an internal store to be accessed from Stoke Road. It is recommended that further details of the proposed cycle parking are secured by condition to any approval which maybe issued.

Framework Travel Plan

At the request of SBC, an amended Framework Travel Plan has been submitted and the revised to aim for low levels of car ownership from first occupation of the development. The Framework Travel Plan sets out a number of measures to achieve low car use and commits to submitting monitoring reports to Slough Borough Council.

SBC Highways and Transport accept the amended Framework Travel Plan and request a Section 106 contribution of £3,000 for Travel Plan monitoring.

Deliveries, Servicing and Refuse Collection

SBC Highways and Transport have no objection to the proposed arrangements for managing deliveries and refuse collection at the proposed development.

The TS outlines that servicing for deliveries will be made from Stoke Gardens, as is the existing arrangement for existing dwellings along Stoke Gardens. ADL Drawing No. 4844-SK-03 demonstrates that the bin stores

have been relocated to the southern side of the building, allowing refuse to be collected from Stoke Gardens on the southern boundary of the site.

Five 1110 litre Eurobins providing 5500 litres of waste capacity have been displayed on the proposed site plan. Slough's Refuse and Recycling Guidance requires 97 litres of residual waste capacity per flat and 53 litres of recycling capacity. For 24 flats a total of 2328 residual capacity is required and 1272 litres of recycling capacity is required.

The proposed bin storage is therefore in accordance with the Slough Borough Council Guidance: Refuse and Recycling Storage for New Dwellings (December 2013).

Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns, I confirm that I have no objection to this application from a highway perspective. I would recommend the inclusion of the following conditions/informative(s) should you decide to recommend approval.

6.2 Thames Water

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

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

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework.

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

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

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

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

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

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater. The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute

6.3 **Heritage Consultant**

The existing building is not statutorily listed or located within a conservation area and therefore does not have status as a designated heritage asset. However, Slough Borough Council, has formally identified the property as being 'locally listed' (under the NPPF this is treated as a 'non-designated heritage asset'). A heritage asset is defined as "A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing) (Annex 2: Glossary, National Planning Policy Framework)."

The Slough Local Plan (sections 5.63 / 5.64) acknowledges that Slough does not have a wealth of listed buildings however it recognises the opportunities that local listing could present for preserving Slough's heritage. Suggestions for buildings for local listing were sought in 1995 and were subject to public consultation; following this it is understood each recommendation for local listing was assessed by a historic buildings' expert. As a result, 64 buildings / groups of buildings were added to the local list. The local listing process appears to have been robust although it

is acknowledged the existing local list is just that with no detailed building description or associated criteria for selection.

The significance of the property derives from its 19th century architectural design and its former historic use as a public house. The property has a symmetrical rendered facade with central projecting 2-storey gable with sash window openings to ground and first floor. The gabled roof is slate clad and there are chimney stacks to the gable ends. The property is thought to have been built in the mid to late 19th century. To the side of the property (fronting Stoke Gardens) is a 19th century brick outbuilding with slate roof and retained ridge ventilator, this was presumably built as an outbuilding for the public house. It is now linked to the property by a circa 1920's century single storey corner infill extension (of no merit). 19 Stoke Road was originally a public house known as the Brickmaker's Arms (in recognition of the local brickfields), in the 1960's it became known as the Printer's Devil due to its location close to the offices of the Slough Observer newspaper. The public house closed in the early 21st century and it is acknowledged the change of use has diminished the significance of the non-designated heritage asset (loss of communal value), as has the replacement of its windows and the less sympathetic later extensions / alterations to the property. Despite this 19 Stoke Road is clearly legible as a 19th century property in a prominent position and BEAMS takes the view the building is of some architectural and historic significance and that it deserves inclusion on the Slough 'local list'.

The adjacent Leopold Coffee House was built in 1886 by Frederick Charsley, it is of red brick construction with moulded brick detailing. 'The Leopold Coffee House' is inscribed into the brickwork of the pediment and the date of construction either side of the sash windows on the upper floor. <http://www.postcards-from-slough.co.uk/home/slough-and-wexham/>

The buildings (19 and 21 Stoke Road) do not have a direct architectural relationship, but the contrasting 19th century architectural styles is pleasing and the locally listed properties sit comfortably together. The scale of properties, both 19th and 20th century, along this length of Stoke Road (to north of and including no 19) is also reasonably consistent.

The proposal involves the complete demolition of the existing building and so the scale of the harm to the asset would therefore be absolute.

Paragraph 189 of the Framework states that local planning authorities *“should recognise assets are an irreplaceable resource and conserve them in a manner appropriate to their significance”*.

Paragraphs 197 of the Framework relates to designated and to non-designated heritage assets and states *“In determining planning applications, local planning authorities should take account of the*

desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation”.

Paragraph 203 is relevant in this application: *"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."*

Policy EN17 (Locally Listed Buildings) is relevant, it states: *Special consideration will be given, in the exercise of the development control function, to the retention, enhancement and appropriate refurbishment of locally listed buildings together with their setting.*

Core Policy 9 (Natural and Built Environment) states that development will not be permitted unless it:

- Enhances and protects the historic environment;
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;

The design of the replacement development has been improved since the initial application submission and it is slightly more sensitive to the setting of 21 Stoke Road. The new development will not physically impact upon the former Leopold Coffee House but will have an overbearing relationship to it - in contrast to the existing property, 19 Stoke Road. However, BEAMS takes the view that any harm to the significance of 21 Stoke Road will be very low.

The demolition of 19 Stoke Road would result in all the attributes which contribute to its significance being lost. The harm arising from the total loss of the building therefore attracts weight in the planning balance.

BEAMS considers the proposal is contrary to saved policy EN17 and Core Policy 9 and would advise that Slough BC carefully consider the development in relation to NPPF para. 203 which will clearly harm the significance of this locally listed building through its demolition.

If consent is granted a Level 2 Historic Building Recording is recommended, ensuring the history of the site and building is recorded via condition.

6.4 **Environmental Quality**

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

6.5 **Lead Local Flood Authority**

We have reviewed the following information in relation to the above planning application:

- DRAINAGE STRATEGY ADDENDUM NO. 1 dated June 2021

The submitted information addresses our requirements/previous concerns and we have no further comments.

6.6 **Contaminated Land Officer**

I can confirm that there are no potential contaminative uses associated with the site. However, the site is adjacent to a few such sites. Thus, I recommend that at watching brief condition is observed throughout the development works.

6.7 **Natural England**

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

7.0 **Policy Background**

7.1 **National Planning Policy Framework 2021:**

- Chapter 2. Achieving sustainable development
- Chapter 4. Decision-making
- Chapter 5. Delivering a sufficient supply of homes
- Chapter 8. Promoting healthy and safe communities
- Chapter 9. Promoting sustainable transport
- Chapter 11. Making effective use of land
- Chapter 12. Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 16: Conserving and enhancing the historic environment

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies 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 12 (Community Safety)

Local Plan for Slough March 2004 policies:

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EN17 (Locally Listed Buildings)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)
- OSC17 (Loss of Community, Leisure or Religious Facilities)

Other Relevant Documents/Statements

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map (2010)
- Technical Housing Standards – nationally described space standards.
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

The site is not an allocated site in the Slough Local Development Framework Site Allocations Development Plan Document

Slough Local Development Plan and the NPPF

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

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

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2021, the Local Planning Authority can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted

in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2021 and refined in case law.

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

- Limited
- Moderate
- Considerable
- Substantial

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

7.2 Emerging Preferred Spatial Strategy for the Local Plan for Slough

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

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

8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of Development
- Supply of housing
- Design and impact on the character and appearance of the area
- Heritage Impact
- Impacts on neighbouring amenity
- Impacts on amenity of future occupiers of the development
- Transport, Highways and parking
- Drainage
- Contamination
- Landscape
- Energy and Sustainability
- Air Quality
- Affordable Housing and Infrastructure
- Habitat Impacts
- Crime Prevention
- Equalities Considerations
- Neighbour representations

- Presumption in favour of sustainable development

9.0 Principle of Development

- 9.1 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built-up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.
- 9.2 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.
- 9.3 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.
- 9.4 The site in question falls within the Stoke Road Neighbourhood Shopping Area and Saved Policy S1 of the Local Plan for Slough 2004 states that proposals that would adversely affect shopping centres will not be supported. The current lawful use of the site is considered to be sui generis. It is split between three uses which are a solicitors which is Use Class E, hot food takeaway which is Sui Generis and residential at first floor which is C3 and the use of the site does not fall into a single use.
- 9.5 The significance of this is that the site is not in retail use and recent history shows there has not been a retail use at the site for over 10 years. It should be noted that the location of the site within a shopping centre does not bring with it a policy requirement to be a retail use and it is acknowledged that there are other uses that contribute to the vitality of such areas. The application included a retail market report which sought to justify the loss of the ground floor commercial uses as part of the scheme. The document is poor in that it does not relate to the application site, electing to show units in other parts of the town that are vacant. The document serves to demonstrate that the applicant has not attempted to market the site for commercial use despite the shopping centre designation.

- 9.6 Consideration is given to the existing uses at the site and the contribution they would make to the shopping centre currently. The solicitors use is one that provides no active frontage and is subject to low footfall in shopping centre terms. The hot food takeaway uses are considered to be suitable and complimentary to retail uses but this Stoke Road shopping centre sees a number of other units in the same use. Therefore, the loss of the hot food takeaway use would not adversely affect the shopping centre in this instance and, as stated the solicitors use provide little contribution to this area. The loss of the units is therefore not as significant as it would be were the existing uses either retail uses or, in the case of the takeaway, such uses that are associated with a higher footfalls or uses that provide services that are otherwise in short supply.
- 9.7 In spite of the above, the proposal will result in the loss of commercial units within a designated shopping centre and the applicant has failed to demonstrate that these units are not viable for occupation for uses that are appropriate in such a location. Given the designation of the site the Council would expect to see justification for the loss of such floorspace and the applicant was asked to provide additional detail but none was received. The unjustified loss of units is considered to be an adverse impact of the scheme and will be given appropriate weight in the balance of benefits and impacts as part of this report.
- 9.8 The proposal provides flats in a location outside of the town centre. While the Core Strategy seeks to direct family housing to out of centre locations it does not itself rule out the provision of flats in these areas either. It is noted that the site is considered to be very close to the town centre and also close to transport links such as the rail and bus station. It is also observed that there are a number of existing, recently developed and approved sites that provide, or will provide, flats in this area. As a result it is considered that a development of flats in this location is acceptable.
- 9.9 Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in the paragraph above, to the provision of flats rather than family housing subject to being able to demonstrate that the loss of commercial units does not adversely affect the functioning of the designated shopping centre. The applicant has failed to demonstrate that the loss of commercial floorspace is acceptable and there is an adverse impact that should be considered in the wider context of the merits of the case.

10.0 Supply of Housing

- 10.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of

313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.

10.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council's Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan

10.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework, the Local Planning Authority cannot demonstrate a Five Year Land Supply. The proposal for 24 residential units would make a contribution to the supply of housing, which could be built-out relatively quickly in spite of there being viability issues. Given that that the tilted balance is engaged, this contribution would in principle attracts positive weight in the planning balance.

10.4 In terms of housing mix, the recommended housing mix for Eastern Berks and South Bucks Housing Market Area is defined in the Strategic Housing Market Assessment (SHMA) February 2016.

	1 bed	2 bed	3 bed	4 bed
Market	5-10%	25-30%	40-45%	20-25%
Affordable	35-40%	25-30%	25-30%	5-10%
All dwellings	15%	30%	35%	20%

10.5 This housing mix for the scheme proposed is as follows:

- 8no – 1 bed flats – 33%
- 14no – 2 bed flats – 59%
- 2no – 3 bed flats (built to accessible standards) – 8%

10.6 Some flexibility can be exercised in relation to the table above depending on the location of development and the characteristics of the surroundings. In this instance it is considered that a scheme to provide a mix of predominantly 1 and 2 bed units is not in line with Core Policy 4 which seeks out of town centre sites to comprise family housing. However it is closely located to the town centre and other services and a number of other high density schemes have been allowed and implemented in the area. A larger proportion of 2 bed units than 1 bed units is considered to be positive and the provision of 2no 3 bed units is also a positive element. In this instance the housing mix, in principle is not considered to be inappropriate of harmful at this edge of town centre location.

11.0 Design and Impact on Appearance and Character of the area

- 11.1 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.
- 11.2 Core Strategy Policy 8 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. Core Policy 8 outlines:
- ‘All development will:*
- 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.’*
- 11.3 The initial submission scheme drew concerns from the Case Officer over the scale of the building, its detailed appearance and its relationship to its surroundings. The applicant was invited to address these aspects through amended plans. The amended scheme resulted in the reduction in height of the proposed building by a storey, proposing a 7-storey structure instead of an initial 8 storeys. There was a reduction in the size of the building as it will moved away from the northern boundary. The design was altered through amendments to the proposed openings and external detailing resulting in the scheme currently being considered.
- 11.4 With regards to the scale of the development proposed, the reduction in height of the building is acknowledged however it is noted that the building is higher than all adjacent and immediately nearby buildings. The scale of building in the area is varied an inconsistent however there are none that exceed 6 storeys within the immediate context of the site. The building immediately north of the site and those beyond are two storey buildings and while the scheme is not sited hard onto the common boundary with its northern neighbour, a poor streetscene relationship is created as a result of the development proposed. Given the height proposed, it would result in a more pronounced vertical emphasis which would detract from the appearance of the area and would not be sympathetic to the local character and the surrounding built environment.

- 11.5 To the east, on the other side of Stoke Road the building immediately opposite is 4 storeys in height and to the south the building on the opposite side of Stoke Gardens has a 6 storey building which steps down to three storeys as it fronts Stoke Gardens itself. To the west is a 5 storey building, 10 Stoke Gardens, that has been extended vertically through new permitted development rights. To the north the buildings are 2 storey in scale. Vanburgh Court to the northeast rises to 7 storeys however this building is not in the immediate vicinity of the site.
- 11.6 The proposed building will appear as an incongruous tower in the streetscene that is a piecemeal addition to the built environment. It does not take account of its adjacent building and the immediate context of scale and mass around the site. There is a comparison in scale with the building to the immediate south however this has been specifically designed to step down to 3 storeys in scale to Stoke Gardens to ensure there is no overly dominant form to this road. The application proposed does not mirror this and it stands very prominently at the southern edge of the site. The building is so drastically higher than those to the immediate north that it creates a strong and negative contrast in building scales and a poor relationship with the existing built form in the area. Given the given the urban character of the area, overall the proposal would appear as over dominant and out of scale in relation to neighbouring buildings. Furthermore, as there would be a noticeable increase in height, scale, and mass, when viewed from the surrounding area, as the application site is located on a corner plot with the adjacent highway, this would result in unsatisfactory views of the proposed development given the built form that is proposed.
- 11.7 The site can be seen in the context of Vanburgh Court which is a 7 storey building further north along Stoke Road however this is not within the immediate context of the site and this building sits as part of a wider streetscene relationship with buildings to its north and south. It is certainly not a precedent for the scale of this proposal. The applicant has elected to indicate the proposal in relation to the scale of building to be constructed at the Horlicks site but this site is not close to the application site and certainly not within the immediate or close context of the site. It serves to show that the scheme has cherry-picked the buildings it seeks to help justify the scale of the proposal rather than focusing on the character of the immediate and wider area which is a much lower scale and therefore lower density.
- 11.8 The relationship with properties to the north is considered to result in a significant adverse effect on the character of the area. The building immediately north is locally listed and a strong character presence on Stoke Road. It is unlikely to be redeveloped given its significance and the loss that would otherwise occur through a new scheme and therefore the contrast of 7 and 2 storeys will remain in perpetuity. The amended scheme pulls the building away from the common boundary but this has a negligible effect on addressing the relationship. The applicant has submitted massing images of how surrounding land could be developed in the future to the north and by their own admission they retain 21 Stoke Road. This relationship is overbearing and out of proportion making the application proposal overly

prominent and overly dominant in the streetscene to the detriment of the character of the area.

- 11.9 Considering the scheme in isolation, the detailing and facades of the proposal are considered to be acceptable. It is considered that the detailing and finish of the building determines what is a high-quality development and what is otherwise ordinary. Should the proposal have been recommended for approval a condition would be included requiring details of proposed finishes and detailing to ensure a positive implementation is achieved.
- 11.10 Without prejudice to the comments regarding the loss of commercial floorspace in a designated shopping centre, the scheme was amended over the course of the application to move the bin and cycles stores away from the Stoke Road frontage to create a more active or positive streetscene on this elevation. The amended plan successfully moves these to the secondary Stoke Gardens frontage and has a residential unit fronting Stoke Road in its place with an area of defensible space provided as well. This is a successful change and improves the streetscene as a result.
- 11.11 The amended scheme has also addressed concerns that were raised regarding the potential to develop land to the north of the site. The comments on para 10.8 cast doubt on the potential for the future development of 21 Stoke Road however there will be potential for sites beyond this to be redeveloped. The initial submission proposed balconies and habitable windows on the northern elevation that would have a northern outlook and could prejudice or dictate the scale and form of any future development proposals to the extent that these could be compromised as a result. The amended scheme has addressed this through revising layouts and elevations to ensure there are no habitable windows or amenity spaces with a northern outlook that would compromise further development to the north and this concern is therefore addressed.
- 11.12 Although the scheme has been amended and is now at a reduced scale, it is considered that the scale and bulk of the proposal results in an incongruous and overly prominent building that fails to consider and respect the character of the area. As a result there is an adverse impact on the character of the area and the proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the NPPF. The impact will be appropriately weighted as part of the planning balance.

12.0 **Heritage Impacts**

- 12.1 Paragraph 128 of the national Planning Policy Framework provides guidance when determining planning applications which may have an impact on existing heritage assets, it states that:

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance...In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- the desirability of new development making a positive contribution to local character and distinctiveness”.*

12.2 Core Policy 9 of the Local Development Core Strategy (2006 – 2026) Development Plan Document states *development will not be permitted unless it:*

- Enhances and protects the historic environment;*
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.....”*

12.3 The Heritage Consultant has reviewed the proposal against identified heritage assets. The consultant confirms that the existing building is warranted as a locally listed building as a prominently positioned 19th century property. Also acknowledged is the building immediately north at 21 Stoke Road, known as Leopold Coffee House which is a contrasting style of 19th century architecture that forms a relationship with the application building. For planning purposes the buildings are regarded as non-designated heritage assets and para 203 of the NPPF states that the effects on the significance of such building should be taken into account and a balanced judgement required with regards to the scale of any loss or harm and the significance of the asset. Furthermore, saved policy EN17 of the Local Plan for Slough states special consideration will be given to retention, enhancement and refurbishment of locally listed buildings together with their setting.

12.4 The development proposed will remove the heritage asset resulting in its complete loss. This is an adverse impact that should be appropriately weighted as part of the planning balance. It is clear the existing building is in viable use and is reported to be in good condition. There is no justification provided for the loss of 19 Stoke Road other than to make way for the proposed development. It is acknowledged that the building has been altered over time but it is clear that the distinctive architecture that led to the building being included on the list remains in place and therefore the significance is still very much apparent.

12.5 The proposal will also result in a significantly larger building immediately adjacent to 21 Stoke Road which would remain a two-storey building. The

mass of the scheme has been moved away from the common boundary but it is clear that there is a huge contrast in scales as has been stated already. The proposal would be overbearing to the setting of 21 Stoke Road and have a poor relationship as a result. There is an adverse impact on its significance as a result of the development. Again, this impact will need to be appropriately weighted as part of the planning balance.

- 12.6 The application includes a heritage assessment that assesses the significance and impacts on both buildings. The assessment diminishes the significance of 19 Stoke Road but does not give reason for its demolition which confirms that it is still a viable building and an example of 19th Century architecture. In respect of the impact on 21 Stoke Road the assessment simply disagrees with the view that development would be overbearing to this property and simply stating that there would be no harm without qualification of the position. The heritage assessment is not considered to address the concerns that are raised in respect of heritage impacts.
- 12.7 The proposed development is therefore contrary to saved policy EN17 and Core Policy 9 which seeks to achieve preservation, enhancement and refurbishment of locally listed buildings. The application documents do little to address the impacts and rely on dismissing the significance of the heritage assets. As a result para 197 of the NPPF is engaged and a balanced judgement is required which is set out as part of the wider planning balance.

13.0 Impact on neighbouring amenity

- 13.1 Policy 8 of the Core Strategy requires that the design of all new development should respect the amenities of adjoining occupiers.
- 13.2 In terms of relationship with neighbouring buildings, separation distances are established to the east and south through the presence of the roads. To the east the building is non-residential but there are flats to the south. The proposal achieves a separation distance of approximately 20 metres to the flats at West Central to the immediate south, which is considered appropriate for higher density location such as this. To the west, the adjacent site (10 Stoke Gardens) abuts the application site with a largely blank façade that houses the stairwell and communal corridors for the building, at its closest point there would be a distance of approximately 5 metres between this building and the proposal. There are no windows serving living accommodation that look into the site and no impacts of overlooking occur as a result and the building is also not overbearing to this structure either. There are small terrace areas to the northern part of the site the provide amenity space to the properties at ground floor level. A perception of overlooking may be apparent at the area closest to the common boundary but it is not considered to have such an impact that would be significant adverse.

- 13.3 The application includes a daylight/sunlight assessment that considers the impacts from the scheme on nearby windows. The assessment concludes that while some windows see a reduction in light as a result of the development the impacts are not significant adverse. In general it is accepted that the proposed development will have an impact due to its sheer scale and bulk. It is noted that a number of non-residential windows are adversely affected which is acceptable in planning terms. There is a significant impact on a first floor, south facing window on 21 Stoke Road to the immediate north. This impact will see wholesale removal of natural light and will be overbearing when viewed from within. The assessment states that it is unknown what the window serves however the planning history of the site shows that it is likely to be a kitchen window as approved under Ref: P/06358/002 on 24/11/2000. The plans show it to be a kitchen only in this room that is not part of a wider open layout. The room will suffer from a substantial loss of light but as it is solely a kitchen it is not considered to be a habitable room such as living room or bedroom and the severity of impact is lessened and it is noted that no objection has been raised by any neighbouring occupier. There is however, for the avoidance of doubt, an adverse impact.
- 13.4 Objection was received on the grounds of loss of light to properties on Grays Road. These properties are located to the west of the application site at a distance of at least 22 metres when measuring curtilage to curtilage and would be 40+ metres from building to building. It is acknowledged that the proposed building will be visible from the rear of these properties, any light impact would occur as a result of morning sunlight being affected. The objection has also raised that there is already an impact from 10 Stoke Gardens and it is considered that the distance between the site and these properties, coupled with the presence of 10 Stoke gardens means there would not be an impact that is of such an extent that it would be adverse in planning terms on light to the properties.
- 13.5 As a result of the above assessment, the proposal is considered to be largely acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan although there is an adverse impact on the light to the first floor window of the unit directly north of the site. This will be considered as part of the planning balance.

14.0 Living conditions for future occupiers of the development

- 14.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- 14.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

- 14.3 It is noted that all the units meet and exceed the requirements of the national space standards for residential units which creates a good level of space for residents. The majority of units are provided with their own terrace or balcony although there are 2 units (units 4 and 5) without access to amenity space. Landscaping is a reserved matter but it is clear from the proposal that there is no room for communal amenity space and small garden areas can be provided for the ground floor units. As a result two proposed units have no access to amenity space and such an arrangement does not amount to suitable amenity standards or high quality development for a new-build proposal such as this.
- 14.4 The application is accompanied with a noise assessment that concludes that high performance glazing and a mix of trickle ventilators and mechanical ventilation will be required to achieve appropriate internal noise levels for the scheme. This is acknowledged and the details could be secured by condition. There is no direct reference relating to noise transmission through the floors of the building however the construction would need to meet Building Regulations standards and therefore, as a new building, there are no concerns in principle in this respect.
- 14.5 The application was accompanied with a daylight/sunlight assessment that considered the distribution of light to the proposed units. The assessment concluded that the majority of the proposal generally complies with the BRE guidelines. However the results do show that Unit 2 at ground floor level and Unit 3 at first floor level will not achieve the guideline for No-Sky Line (the measure of the distribution of daylight to a room) in 3 of the 4 habitable rooms. Unit 5 fails the same test for 2 of its 3 habitable rooms and Units 8 and 12 fail on all habitable rooms.
- 14.6 Daylight/Sunlight assessments are undertaken in accordance with BRE Guidelines and should be regarded as such. The assessment is quick to emphasise that they are guidelines and not a hard rule. This is acknowledged and it is true that failing to meet the guidelines fully does not, in itself amount to a reason to refuse planning permission. However, it is reasonable to consider the daylight/sunlight impacts on its merits. The circumstances of this application are such that 20% of the units proposed fail to meet the guidelines for one or multiple rooms of that flat. At some point the failure to achieve standards has to have an adverse impact, it is not acceptable to simply fall back on the guidelines argument when the reality is that there is substandard natural light to units proposed.
- 14.7 In this instance the lack of acceptable light distribution to habitable rooms as evidenced in the daylight/sunlight assessment results in an adverse impact cause through substandard amenity levels for 5 of the 24 units proposed. No mitigation is proposed to address the deficiencies and it is considered to be a harmful amenity impact as a result.
- 14.8 Based on the above considerations the proposal is not considered to provide a suitable level of amenity for all occupiers of the development and the scheme is therefore contrary to the goals of the NPPF, Core Policy 4 of

Council's Core Strategy, and Policies EN1 and EN2 of the Adopted Local Plan and the adverse impacts will be appropriately weighted as part of the planning balance.

15.0 Transport, Highways and Parking

- 15.1 The National Planning Policy Framework states that planning should seek to development 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. 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 111 of the National Planning Policy Framework states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 15.2 The proposal has been reviewed by the Highways Officer. No objection is raised to the parking provision proposed. The site is considered to be a sustainable location with services readily accessible by foot and there being a close location of public transport. The Highways Officer has requested a sustainable travel contribution of £36,000 towards the provision of a signalised pedestrian crossing across Stoke Gardens at the Stoke Road / Stoke Gardens signalised junction. This would go towards ensuring all crossing points at this junction are signalised in the interests of pedestrian permeability and safety. This contribution is considered reasonable and relevant to the application and necessary to make the scheme acceptable in planning terms.
- 15.3 The proposed access has been assessed and the Highways Officer initially requested space within the site for turning. There is not room to provide such space, and this reflects the existing site arrangements as well. As the overall vehicles movements are a reduction on the existing circumstances there is no adverse impact from keeping the access arrangements similar to the existing. While it is not ideal, lesser vehicle movements result in lesser risk of adverse impacts.
- 15.4 The proposal shows the provision of 30 cycle parking spaces within the building. No objection is raised in principle but details of the parking arrangement would be required by condition if the scheme were acceptable.
- 15.5 The scheme has been amended over the course of the application to relocate the proposed bin store to the Stoke Gardens frontage. This creates a more preferable waste collection arrangement that would remove the collection vehicle and operatives off of Stoke Road, onto the quieter and less disruptive Stoke Gardens. The amendment is positive and no objections are raised.

15.6 A travel plan is proposed in accordance with policy to that aims to achieve low levels of car ownership from occupation of the scheme. Such a plan requires monitoring and the Council has requested a contribution of £3,000 for monitoring, this is in accordance with the Developers Guide.

15.7 To conclude the under provision of parking spaces is noted and is unfortunate. However the site is considered to be in a sustainable location with easy access to services for future residents on foot, by cycle or by public transport. The scheme is considered to be acceptable in other highway aspects and no objections are raised as a result.

16.0 Drainage

16.1 The site is located within flood zone 1 and therefore flood risk is minimal. The application is accompanied with a drainage strategy.

16.2 The Lead Local Flood Authority and Thames Water have reviewed the application and have raised no objection in respect of surface drainage proposals and flood risk.

16.3 No objection are raised as a result. If the scheme were recommended for approval detailed drainage proposals could be secured by condition.

16.0 Contamination

16.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.

16.2 No assessment of land conditions has been submitted as part of this application. The historic uses of the site suggest there would not be a significant risk of contamination or hazardous conditions in principle.

16.3 No objection was raised subject to watching brief condition and should the application have been acceptable it would be reasonable to secure this via condition on a decision notice.

17.0 Landscape

17.1 Landscaping is a reserved matter and not for consideration here. The scheme indicates hard and soft landscaping on the proposed plans but any detailed submission would come as a reserved matters application if outline planning permission were to be granted. The landscaping and management strategy would have been secured via condition.

18.0 Energy and Sustainability

- 18.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires both renewable energy generation on site and BREEAM/Code for Sustainable Homes. The Developers Guide is due to be updated to take account of recent changes and changing practice. In the interim to take account of the withdrawal of Code for Sustainable Homes new residential buildings should be designed and constructed to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions.
- 18.2 No energy statement was submitted with the application but the planning statement states that the scheme will deliver a 10% reduction in carbon dioxide emissions that are required by the Council, noting that measures can be secured by condition.
- 18.3 For the purposes of planning the proposed development can accord with the Core strategy policies on energy and sustainable development in principle. If the scheme were to be acceptable, conditions would be required to ensure the development is implemented with suitable measures to make the required emissions savings.
- 19.0 **Air Quality**
- 19.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 19.2 The Council has adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low emission boilers within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.
- 19.3 The application was not accompanied with an air quality assessment. The site is not located within an Air Quality Management Area and no objection is raised as a result. Notwithstanding this position, in accordance with the Slough Low Emission Strategy 2018-2025, the development creates a requirement for a contribution to the EV Car Club to off-set emissions and provide green travel opportunities. This contribution is set at £500 per dwelling.

20.0 **Affordable Housing and Infrastructure**

20.1 Core Policy 1 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

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

20.3 The application is liable to affordable housing provision and financial contributions however the submission included a viability appraisal which concluded that the scheme would not be viable is required to provide infrastructure contributions and affordable housing in line with the Developer's Guide.

20.4 Without prejudice, in accordance with the Developers Guide, this scheme would, in principle, result in the following contributions being sought:

Affordable Housing

The application proposes 24 units and has been submitted stating there are viability issues. In accordance with the Developer's Guide there is an affordable housing requirement of 25% which equates to 6 units from this development.

This application proposes to provide 2 affordable housing units at ground floor level under shared ownership tenure.

Education

On the basis of the housing mix proposed, the following contributions towards education will be required:

1-bed units – 8no x £903	= £7,224
2+-bed units – 16no x £4,828	= £77,284

Total = £84,427

Recreation/Open Space

No communal amenity space is proposed and some units have no private space. The development is liable for a contribution of £750 per dwelling as a result.

This amounts to a total of £18,000

EV Car Club

In accordance with the Low Emissions Strategy a contribution of £12,000 towards the management of a car club space off site. This equates to £500 per unit.

Pedestrian Crossing

A contribution of £36,000 is requested towards the provision of signalised pedestrian crossing across Stoke Gardens at the Stoke Road / Stoke Gardens signalised junction.

Travel Plan

A contribution of £3,000 is requested towards monitoring of an approved travel plan.

20.5 In respect of viability, the NPPF states, at para 58:

The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

20.6 The viability assessment has been considered by the Council's consultant and, given the amendments to the scheme since the submission of the application, an updated assessment was provided and also considered. The applicant's position is that the scheme is not viable with the requirement to provide affordable housing and infrastructure contributions and none are proposed as a result.

20.7 The consultant has considered the appraisal and confirmed that the development would result in a deficit if implemented with the fully commitment of required contributions and affordable housing provision.

20.8 In spite of this it should be noted that the applicant is offering 2no affordable units as part of the planning proposal and these are considered to be a benefit that will be appropriate weighted in the planning balance. The units will comprise shared ownership tenure and would account to the 2 larger ground floor units on the scheme.

20.9 The viability circumstances of the site mean that the Council is unable to secure any more affordable housing than is being offered or any development contributions. There is no planning reason to doubt the conclusions of the Council's consultant and therefore no contributions are sought. However it will be required that the applicant agrees to a review

mechanism in a S106 agreement that would allow two opportunities reappraise of the site in the future to determine if viability has changed and therefore obligations could be secured. Such obligations have been secured in other proposals and is considered to be reasonable here.

- 20.10 Viability issues with development proposals cannot be considered to amount to an adverse impact. The Council would not be able to get contributions for infrastructure categories set out in para 20.4 and it is not reasonable to consider this circumstance to be an adverse impact in planning terms. It is reasonable to acknowledge that the scheme is unable to demonstrate benefits of the scheme through the provision of infrastructure contributions.

21.0 Habitats Impacts

- 21.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.
- 21.2 Paragraph 180 of the NPPF 2021 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity. Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 21.3 Regulation 61 of The Conservation of Habitats and Species (Amendment) Regulations 2017 (as amended), requires the local planning authority to make an appropriate assessment of the implications of a particular proposal, alone or in combination with other plans or projects on any likely significant effect on a European Site designated under the Habitats Directive
- 21.4 Evidence put forward within the Footprint Ecology report 'Impacts of urban development at Burnham Beeches SAC and options for mitigation: update of evidence and potential housing growth, 2019' recognises that new housing within 5.6km of the Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.
- 21.5 The site is located approximately 5.4 km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as proposed within the evidence base carried out by Footprint Ecology.

- 21.6 The Local Planning Authority are currently working with Natural England to produce a Supplementary Planning Document to support a tariff based mitigation strategy for all new housing applications within 5.6km of the SAC. However this is yet to be agreed, and therefore each application needs to be considered on its own merits.
- 21.7 The applicant has submitted a Habitat Regulations Assessment as part of the application and, at the time of drafting this report, the document is being consulted on and comments from Natural England are awaited. Members will be updated through the Amendment Sheet prior to the committee meeting.

22.0 Crime Prevention

- 22.1 Paragraph 92 of the NPPF 2021 sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact which each other
Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.
- 22.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.
- 22.3 The access into the flats would be at the front of the building on the corner of Stoke Road and Stoke Gardens. This would provide a good level of natural surveillance.
- 22.4 Cycle storage would comprise an integral store at ground floor as would the store. Appropriately secure doors would be required.
- 22.5 Should the scheme have been considered acceptable, lighting within the site can be secured by condition and a condition would have been included to require the scheme to achieve Secured by Design accreditation to ensure sufficient mitigation measures were included.
- 22.6 Based on the above, and subject to conditions, the proposal would be accordance with Local Plan Policy EN5; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework. Neutral weight should be applied in the planning balance.

23.0 Neighbour Representations

- 23.1 Officers have carefully read and considered the third party representations put forward by the residents of the neighbouring properties. The material

planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment.

24.0 Equalities Considerations

24.1 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).

24.2 The proposal would provide new residential accommodation. Given the size of the scheme, the local development plan does not require any wheelchair user dwellings although the applicant has proposed that 2no ground floor units be built to this standard. Access from the public footway to the building is considered appropriate and the accessible units can be safely access directly from the disabled parking spaces at the rear of the site. No lifts are proposed to the upper floors which compromises access for all users. There are no development plan polices to secure lift access.

24.3 In relation to the car parking provisions, the 2no spaces proposed as allocated for those requiring an accessible space which is considered appropriate.

24.4 If the proposal were considered to be acceptable, it is considered that there would be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from

construction would have the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This could be secured by condition should the scheme be acceptable.

24.5 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.

25.0 Presumption in favour of sustainable development

25.1 The Council is currently unable to demonstrate a deliverable 5 year housing land supply. As a result Paragraph 11 of the NPPF is engaged. This means that sustainable development proposals should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

25.2 In consideration of whether or not development is sustainable, para 8 of the NPPF set out 3 objectives that should be met in order for a scheme to be considered sustainable development; the economic, social and environmental objective.

25.3 In the application of the appropriate balance, it is considered that there are significant benefits from the following:

- The provision of 24 residential units in a sustainable location should be given significant weight as the development would make a positive contribution to the supply of housing in the Borough, and would be located in a sustainable location.
- Some weight can be given to the provision of 2no affordable units as part of the scheme which would provide a positive contribution to the supply of affordable housing provision in the Borough.
- However, there is no completed S106 agreement that secures these units and the previously determined positive weight is subsequently negated by the negative weight applied for this reason. Failing to secure the affordable housing proposal means that the scheme does not make a positive contribution to the supply of affordable housing in the Borough and significant negative weight is applied to this impact.
- As confirmed though viability assessment, issues with the site means that the applicant is unable to demonstrate a benefit of affordable housing which is policy compliant. While this is not an adverse impact, it is not one that is considered to be positive either.
- The lack of parking provision is considered to be a neutral impact.
- The unjustified loss of the existing non-designated heritage asset on site. The loss of this unit would result in a negative impact on

the built heritage of the town and is considered to be an adverse impact that should be given considerable weight.

- The loss of commercial floorspace in a designated shopping area is an adverse impact due to it having a negative contribution to the vitality of the neighbourhood shopping centre that should be given some negative weight for the reasons already discussed.
- The adverse impact on the character and appearance of the area by virtue of the scale and bulk of the proposal is negative should be given significant weight.
- The adverse impact on the setting of 21 Stoke Road as a non-designated heritage asset would result in a negative impact on the built heritage of the town and should be given significant weight.
- The failure of the scheme to provide suitable levels of amenity for occupiers of the whole development results in an adverse impact on living conditions that should be given significant negative weight.
- The impact on daylight and sunlight to the first floor window of 21 Stoke Road is an adverse impact on neighbouring amenity that should be given limited negative weight as it serves a kitchen.
- The impact on habitats is undetermined and unmitigated and should be given limited negative weight as an adverse impact, subject to a formal response from Natural England.
- As the site is subject to viability, an acceptable scheme would require a Section 106 agreement that commits the applicant to review viability at a later date to establish if circumstance change and affordable housing/contributions can be secured. No completed Section 106 agreement is provided to secure this and this result in a negative impact in terms of provision of affordable housing and other mitigation proposal which can be given considerable negative weight.

25.4 In applying the planning balance, the adverse impacts; principally on the character and appearance of the area and the amenity of occupiers of the development coupled with the notably adverse impact of the loss of a non-designated heritage asset and overbearing relationship to the adjacent asset, are considered to be significant to the point that they outweigh the benefit of the provision of residential units. Therefore, in spite of the Council being unable to demonstrate a deliverable 5 year housing land supply, the adverse impacts are considered to outweigh the benefits and planning permission should be refused as a result.

26.0 PART C: RECOMMENDATION

26.1 Having considered the relevant policies set out above, comments from consultees and neighbours representations as well as all relevant material considerations it is recommended the application be **refused** for the reasons given below.

27.0 **PART D: REASONS FOR REFUSAL**

1. The proposed development would, by virtue of its scale and bulk, results in a incongruous, dominant and prominent addition to the streetscene that would not achieve a high quality of design and would not enhance the quality of the built environment. The proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.
2. The proposed development will result in residential accommodation that fails to achieve appropriate levels of natural daylight and sunlight and fails to provide amenity space for all units and will therefore provide a substandard level of amenity for future occupiers of the development to their detriment. The proposal is therefore contrary to policies EN1 and EN2 of the Local Plan for Slough March 2004 and Core Policy 8 of the Local Development Framework Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.
3. The proposed development will result in the demolition and therefore permanent loss of a non-designated heritage asset that is an example of 19th Century architecture in the town. The adverse impact from the loss of the heritage asset is not outweighed by the benefits and the proposal is therefore contrary to Policy 9 of the Local Development Framework Core Strategy 2008, saved policy EN17 of the Local Plan for Slough March 2004 and the requirements of the National Planning Policy Framework 2021.
4. The proposed development, by virtue of its scale and bulk will have an overly dominant and overbearing impact on the setting of 21 Stoke Road, a non-designated heritage asset. The adverse impact on the setting of the heritage asset is not outweighed by the benefits and the proposal is therefore contrary to Policy 9 of the Local Development Framework Core Strategy 2008, saved policy EN17 of the Local Plan for Slough March 2004 and the requirements of the National Planning Policy Framework 2021.
5. The proposal would, if acceptable in other respects, be required to provide for necessary infrastructure including green infrastructure to mitigate the impacts of additional residents on Burnham Beeches SAC by way of appropriate financial contributions, and to secure a late stage financial viability review in respect to on-site and / or off-site affordable housing contributions, all of which would need to be secured by the completion of a section 106 agreement. No such agreement has been completed, contrary to Policies 4, 9 and 10 of the Slough Local Development Framework Core Strategy 2006 - 2026, Slough Borough Council's Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106) and to the

requirements of Regulation 61 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

Informative

For the avoidance of doubt this decision was made on the basis of the following plans:

6. Proposed Site Plan - 343-PL-100-02, Dated 30/11/2021, Received 23/03/3022
7. Proposed Ground Floor Plan - 343-PL-200-01, Dated 26/10/2021, Received 23/03/3022
8. Proposed First Floor Plan - 343-PL-201-01, Dated 26/10/2021, Received 23/03/3022
9. Proposed Second Floor Plan - 343-PL-202-01, Dated 26/10/2021, Received 23/03/3022
10. Proposed Third Floor Plan - 343-PL-203-01, Dated 26/10/2021, Received 23/03/3022
11. Proposed Fourth Floor Plan - 343-PL-204-01, Dated 26/10/2021, Received 23/03/3022
12. Proposed Fifth Floor Plan - 343-PL-205-01, Dated 26/10/2021, Received 23/03/3022
13. Proposed Sixth Floor Plan - 343-PL-206-01, Dated 26/10/2021, Received 23/03/3022
14. Proposed Roof Plan - 343-PL-208-01, Dated 26/10/2021, Received 23/03/3022
15. Proposed Stoke Road Elevation - East - 343-PL-300-01, Dated 26/10/2021, Received 23/03/3022
16. Proposed Stoke Gardens Elevation – South - 343-PL-301-01, Dated 26/10/2021, Received 23/03/3022
17. Proposed West Elevation - 343-PL-302-01, Dated 26/10/2021, Received 23/03/3022
18. Proposed North Elevation - 343-PL-303-01, Dated 26/10/2021, Received 23/03/3022
19. Proposed Stoke Road Streetscene - 343-PL-308-01, Dated 26/10/2021, Received 23/03/3022
20. Proposed Site Section - 343-PL-400-01, Dated 26/10/2021, Received 23/03/3022