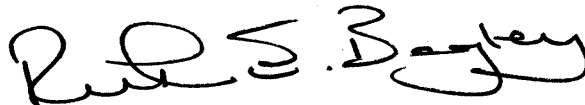


Date of issue: 17<sup>th</sup> February, 2012

<b>MEETING</b>	<b>PLANNING COMMITTEE</b> (Councillors Dodds (Chair), Bains, Carter, Dale-Gough, O'Connor, Plimmer, Rasib, Strutton and Swindlehurst)
<b>DATE AND TIME:</b>	MONDAY, 27TH FEBRUARY, 2012 AT 6.30 PM
<b>VENUE:</b>	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH
<b>DEMOCRATIC SERVICES OFFICER: (for all enquiries)</b>	SHABANA KAUSER 01753 875013

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



**RUTH BAGLEY**  
Chief Executive

AGENDA

PART 1

AGENDA  
ITEM

REPORT TITLE

PAGE

WARD

Apologies for absence.

**CONSTITUTIONAL MATTERS**

- |    |   |         |  |
|----|---|---------|--|
| 1. | Declaration of Interest<br><br>(Members are reminded of their duty to declare personal and personal prejudicial interests in matters coming before this meeting as set out in the Local Code of Conduct). |         |  |
| 2. | Minutes of the Last Meeting held on 11th January 2012   | 1 - 10  |  |
| 3. | Human Rights Act Statement  | 11 - 12 |  |

**PLANNING APPLICATIONS IN THE EASTERN PART OF THE BOROUGH**

- |    |   |         |               |
|----|---|---------|---------------|
| 4. | P/01913/007 - 9-10, Chapel Street, Slough | 13 - 36 | Upton         |
| 5. | P/14685/001 - 46-48, Sussex Place, Slough | 37 - 50 | Upton         |
| 6. | S/00680-001 - 23 Mansell Close, Slough    | 51 - 66 | Wexham<br>Lea |

**PLANNING APPLICATIONS IN THE WESTERN PART OF THE BOROUGH**

- |    |  |           |         |
|----|--|-----------|---------|
| 7. | P/15086/000 - 9-12, Kingfisher Court, Farnham Road, Slough | 67 - 104  | Farnham |
| 8. | P/04489/004 - 8, Buckingham Avenue, Slough                 | 105 - 112 | Farnham |

**MATTERS FOR INFORMATION**

- |     |                            |           |     |
|-----|----------------------------|-----------|-----|
| 9.  | Appeal Decisions           | 113 - 114 | All |
| 10. | Members' Attendance Record | 115 - 116 | -   |

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.



**Planning Committee – Meeting held on Wednesday, 11th January, 2012.**

**Present:-** Councillors Dodds (Chair), Bains, Carter (Vice-Chair), Dale-Gough, O'Connor, Plimmer, Rasib, Strutton and Swindlehurst

**Also present under Rule 30:-** Councillors Coad and Minhas

**PART I**

**57. Declaration of Interest**

None.

**58. Minutes of the Last Meeting held on Thursday, 1st December 2011**

The minutes of the meeting held on 1<sup>st</sup> December 2011 were approved as a correct record.

**59. Human Rights Act Statement**

Noted.

**60. Amendment Sheet**

Details were tabled in the amendment sheet of alterations and amendments received to applications since the agenda was circulated, together with further representations made. Committee Members were given an opportunity to read the amendment sheet.

**Resolved** – That the decision be taken in respect of the planning applications as set out in the minutes below, subject to the information, including conditions and informatives set out in the report and amendments sheet tabled at the meeting and subject to any further amendments and conditions as agreed by the Committee.

**61. Order of Business**

With the agreement of the Committee, the order of business was varied to ensure that the applications where local ward members had indicated a wish to address the committee were taken first: items six, P/0369/007 – 110 Upton Court Road and eight, P/08112/004 – 40 Halkingcroft.

**62. P/03696/007 - 110, Upton Road, Slough**

**Application:**

P/03696/007 – 11, Upton Road, Slough, SL1 2AW. Erection of a two storey side extension with pitched roofs.

**Decision:**

Refused.

## Planning Committee - 11.01.12

(Councillor Minhas left the meeting)

### 63. P/08112/004 - 40, Halkingcroft, Slough

**Application:**

P/08112/004 – 40, Halkingcroft, Slough, SL3 7AT. Change in the Shape of roof of the existing flat roof garage to crown top, erection of a single storey front extension to garage with crown top roof in connection conversion of garage into habitable accommodation.

**Decision:**

Refused.

(Councillor Coad left the meeting)

### 64. S/00671/002 - Newbeech House, Long Readings Lane, Slough

**Application:**

S/00671/002 – Newbeech House, Long Readings Lane, Slough, SL2 1QP. Details of residential development re: existing outline planning permission ref: S/00671/001 dated 02/09/11. (Reserved matters application for 18 dwellings).

**Decision:**

Delegate to Head of Planning Policy and Projects.

### 65. S/00676/000 - Library and Former Service Station, Wentworth Avenue, Britwell, Slough

**Application:**

S/00676/000 – Library and Former Service Station, Wentworth Avenue, Britwell, Slough. Demolition of existing buildings and construction of nine houses (Tenure: Social Rent) with associated parking.

**Decision:**

Approved subject to conditions.

### 66. P/06077/020 - Slough Grammar School, Lascelles Road, Slough

**Application:**

P/06077/020 – Slough Grammar School, Lascelles Road, Slough, SL3 7PR. Erection of two storey side extension with a flat/curved roof, incorporating 12 classrooms, dining area, café area, IT room, staff areas, gym and kitchen following demolition

**Decision:**

Delegated to the Head of Planning, Policy and Projects for Resolution of Outstanding Matters Relating to trees, transport, highways, drainage, completion Section 106 Agreement, if required, finalising conditions and final determination.

## **Planning Committee - 11.01.12**

of existing dining area, kitchen and existing facilities.

### **67. Public Participation Scheme**

The Committee was referred to the revised Public Participation Scheme, which was to replace the current Scheme, contained at paragraph nine of the Planning Code of Conduct, and the explanatory leaflet, both of which were attached at appendices A and B of the report. With the agreement of the Chair, a document was tabled at the meeting, setting out further amendments to the Public Participation Scheme in order to make reference to the explanatory leaflet at appendix B and clarify the circumstances in which objectors and applicants are able to speak.

The Scheme had been amended to allow objectors to speak on an application where Officers had recommended the item for refusal. Members voiced approval of the changes and agreed to recommend that the revised Scheme be approved by Council.

**Recommended to Council** – That the revised Public Participation Scheme including tabled amendments, as attached, be approved.

### **68. Appeal Decisions**

**Resolved** – That the report be noted.

### **69. Authorised Enforcement and Prosecutions**

**Resolved** – That the report be noted.

### **70. Members' Attendance Record**

**Resolved** – That the report be noted.

PUBLIC PARTICIPATION SCHEME

- 9.1 Applications for planning permission are determined by either Officers acting under the Council's Scheme of Delegation or by Members who form the Planning Committee. Each application is subject to a public consultation/notification exercise which includes local residents and other bodies inviting comment in writing on the application before it is determined.
- 9.2 The following will be allowed to address the Planning Committee before Members take their decision:-
- (a) Objectors (subject to para 4 of the explanatory leaflet set out in Appendix B)
  - (b) Parish Council representatives
  - (c) The applicant (or his agent) (where an objector has registered to speak)
  - (d) Ward Councillors or other appropriate elected representatives raising material planning issues on behalf of those they represent.
- 9.3 The Public Participation Scheme will only apply to applications which are to be determined by the Planning Committee. They do not apply to any matter where the Planning Committee is considering enforcement of any kind. Applications to be determined under Officer Delegated Authority are not subject to the requirements of this code.

The Public Participation Scheme will operate in accordance with the explanatory leaflet attached as **Appendix B** to this Code of Conduct

## **SLOUGH BOROUGH COUNCIL**

---

### **What happens about my Objection to a Planning Application?**

---

**This information explains how your objection is dealt with and how the application is determined. Your views on planning applications are always considered when planning decisions are made**

## Planning Committee - 11.01.12

### 1. I have objected. What happens next?

#### 1.1 Planning officers will consider whether:

- the application should be recommended for approval as it stands
- it should be amended to resolve your objection, or
- it should be refused

1.2 Your written objection may be made by email or by letter. Your written objection will not normally be replied to or acknowledged. If the application is to be referred to the Planning Committee you will be notified when the Agenda is prepared to give you the opportunity to register if you wish to speak on your objection. The deadline for receipt of requests to speak at a Planning Committee shall be no later than three clear working days prior to the day of the meeting. If exceptionally an application is taken to Planning Committee as a late urgent item you will be informed. If there is not three working days for the submission of your request discretion may be exercised to relax the procedure.

1.3 If you have submitted a petition in response to a planning application your petition will be noted for the purposes of the Public Participation Scheme and, in the event that the application is to be determined by the Planning Committee, the petition organiser/main contact will be advised of their right to speak at the meeting.

[Note: The submission of a petition does not mean that the planning application will automatically be referred to the Planning Committee.]

### 2. Who Makes the Decision?

Most planning applications are dealt with at officer level under a Scheme of Delegation. In this circumstance the application will not be reported to the Planning committee for determination. In certain circumstances, as set out in the Scheme of Delegation, the application will be determined by the Planning Committee. Any comments received will be summarised in a report when the application is presented.

### 3. Can I see the officer's report before the Planning Committee Meeting?

Yes. The agenda and reports will be available five working days before the meeting. An additional paper (The Amendment Sheet), containing information received after the reports have been written and prior to the meeting, will be circulated at the meeting.

### 4. Can I speak at the Planning Committee Meeting?

Slough Borough Council has a public participation scheme that allows for speaking about a planning application that is to be determined by the Planning Committee. You may speak if:-

- (a) you have made a written objection or lodged a petition and
- (b) registered to speak.



## Planning Committee - 11.01.12

### 5. **Can a member of the public speak about any application on the Agenda?**

No. Members of the public can only speak if they have objected in writing to an application and registered to speak, in line with the Public Participation Scheme.

### 6. **How much time will be allowed for speakers?**

A total of four minutes per site/application will be allocated to hear the views of all objectors, four minutes for Parish Councils and four minutes for the applicant/agent. The Chair of the Planning Committee can in exceptional circumstances extend the time limit for all parties and his decision will be final.

### 7. **What happens if there are a number of objectors wishing to speak?**

- 7.1 The time limit remains the same and objectors will be encouraged to present a joint objection or appoint a spokesperson, as this is often the most effective use of the time available. In order to agree the best approach, objectors may contact the Planning Committee Clerk for details of others wishing to speak. The telephone and fax numbers and the e-mail address can be found in the Notice of Objection form which accompanies this leaflet. In some cases the Parish Council or a Residents' Association may be willing to represent objectors.
- 7.2 The Council needs to strike a balance between providing the opportunity for people to be heard and ensuring that the applications are dealt with efficiently, within a meeting of reasonable length. This is why there is a time limit on speakers.

### 8. **Can someone else speak on my behalf?**

Yes. You could ask a friend, relative or professional adviser to speak for you.

### 9. **How do I present my objection?**

The Committee may only consider relevant planning issues. Please limit your comments to matters such as:-

appearance and character of development  
traffic generation, highway safety and parking  
overshadowing, overlooking and loss of privacy  
noise, disturbance and other loss of amenities  
layout and density of buildings  
relevant planning policies

Please avoid matters that cannot be considered by the Committee such as:-

boundary disputes, covenants or other property rights  
personal remarks (e.g. the applicant's motives)  
reduction in property values  
loss of private view over the land

## **Planning Committee - 11.01.12**

If you would like to check what issues are relevant, please contact the appropriate planning officer in the Department of the Green and Built Environment. Advice is given free of charge at present but is subject to review. You may be asked to pay a fee for specific advice from a Planning Officer in accordance with any charging scheme the Council may introduce.

If you have any questions or documentary evidence eg letters, maps, photographs etc in support of your objection they must normally be submitted to the appropriate planning officer at least 72 hours before the meeting. This will allow any such documents to be verified and to be given proper consideration by the Committee. Documents or questions submitted outside this deadline can only be considered in exceptional circumstances and with the approval of the Chair.

### **10. When and where are the meetings held?**

Applications are dealt with by the Planning Committee, which meets at 6.30 p.m.

You will be advised by letter or e mail of the date of the meeting if the application you have objected to is to be considered by the Committee and the location of the meeting..

### **11. Who is on the Committee and who else will be there?**

The Committee is made up of elected Councillors. Council Officers attend to advise the Committee and make a formal record of the meeting. Other Councillors may be present to speak on applications within their Ward, but they cannot vote. Any member of the public or applicant may attend to listen to the debate and the Media is usually present.

### **12. What is the order of business at the meeting?**

The Chair of the Planning Committee will normally amend the order of business on the Agenda and deal firstly with those applications where people have expressed a wish to speak under this Scheme.

### **13. What is the order of speaking for each application?**

The Chair will announce the application.

A planning officer will give a short introduction.

The Chair will invite objectors to speak

The Chair will invite the applicant or agent to respond

The Chair will invite the Ward Councillor(s) to speak

The Chair will invite the Parish Council representative to speak.

Committee members may ask questions of the speakers and seek clarification of particular points from officers.

The Committee will then discuss the application and make a decision. This may be to:-

## Planning Committee - 11.01.12

approve the application  
refuse the application  
defer consideration eg for further information or amendments, or  
defer consideration for a site visit by a panel of Councillors.

### 14. What happens if an application is deferred for a Site Visit?

If, before the meeting, a councillor asks for a site viewing and the application is not discussed, you will be invited to speak at a subsequent meeting when the item will be considered. If, after hearing the objectors, the Committee decides to view a site, you will not be invited to speak again. **You will be given only one opportunity to speak on an application.**

### 15. Can Objectors speak at a Site Visit?

No. The site visit is private and its purpose is to observe characteristics of a site and its relationship to the surroundings. Representations on the merits of the application will not be discussed.

### 16. Can an application be approved by the Committee if it is recommended for refusal?

Yes the Committee (ie the Members elected by the public) can disagree with the officer's recommendation.

### 17. What happens after the decision is made?

The applicant/agent will be sent the notice of decision. Objectors/supporters can view the decision on the Council's website. [www.slough.gov.uk](http://www.slough.gov.uk) or inspect the Planning Register at the Planning Office. Where an application has been refused, the applicant can appeal to the Planning Inspectorate. You will be advised of any such appeal, your original comments will be forwarded to the Inspectorate and you will be asked for any further comments. Where an application has been granted, there is no opportunity for objectors to appeal.

**Planning Committee - 11.01.12**

**PUBLIC PARTICIPATION SCHEME**

**OBJECTOR WISHING TO SPEAK**

**Location:**

**Proposal:**

**Application Reference:**

I confirm that I would like the opportunity to address the meeting in the event of the above mentioned application being reported to Committee.

Objector's

Name

\_\_\_\_\_

Address

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Telephone No:

\_\_\_\_\_  
\_\_\_\_\_

Signed

Please return to:

\_\_\_\_\_

Democratic Services Officer - Planning  
Resources and Regeneration  
St Martin's Place

Bath Road  
Slough  
SL1

Or Fax on: (01753) 875171

Or E-mail: .....

Chair

(Note: The Meeting opened at 6.35 pm and closed at 7.57 pm)

The Human Rights Act 1998 was brought into force in this country on 2<sup>nd</sup> October 2000, and it will now, subject to certain expectations, be directly unlawful for a public authority to act in a way which is incompatible with a Convention Right. In particular Article 8 (Respect for Private and Family Life) and Article 1 of Protocol 1 (Peaceful Enjoyment of Property) apply to planning decisions. When a planning decision is to be made, however, there is further provision that a public authority must take into account the public interest. In the vast majority of cases existing planning law has for many years demanded a balancing exercise between private rights and public interest, and therefore much of this authority's decision making will continue to take into account this balance.

The Human Rights Act 1998 will not be referred to in the Officers Report for individual applications beyond this general statement, unless there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues.

Please note the Ordnance Survey Maps for each of the planning applications are not to scale and measurements should not be taken from them. They are provided to show the location of the application sites.

CLU / CLUD	Certificate of Lawful Use / Development
GOSE	Government Office for the South East
HPSP	Head of Planning and Strategic Policy
HPPP	Head of Planning Policy & Projects
S106	Section 106 Planning Legal Agreement
SPZ	Simplified Planning Zone
TPO	Tree Preservation Order
LPA	Local Planning Authority

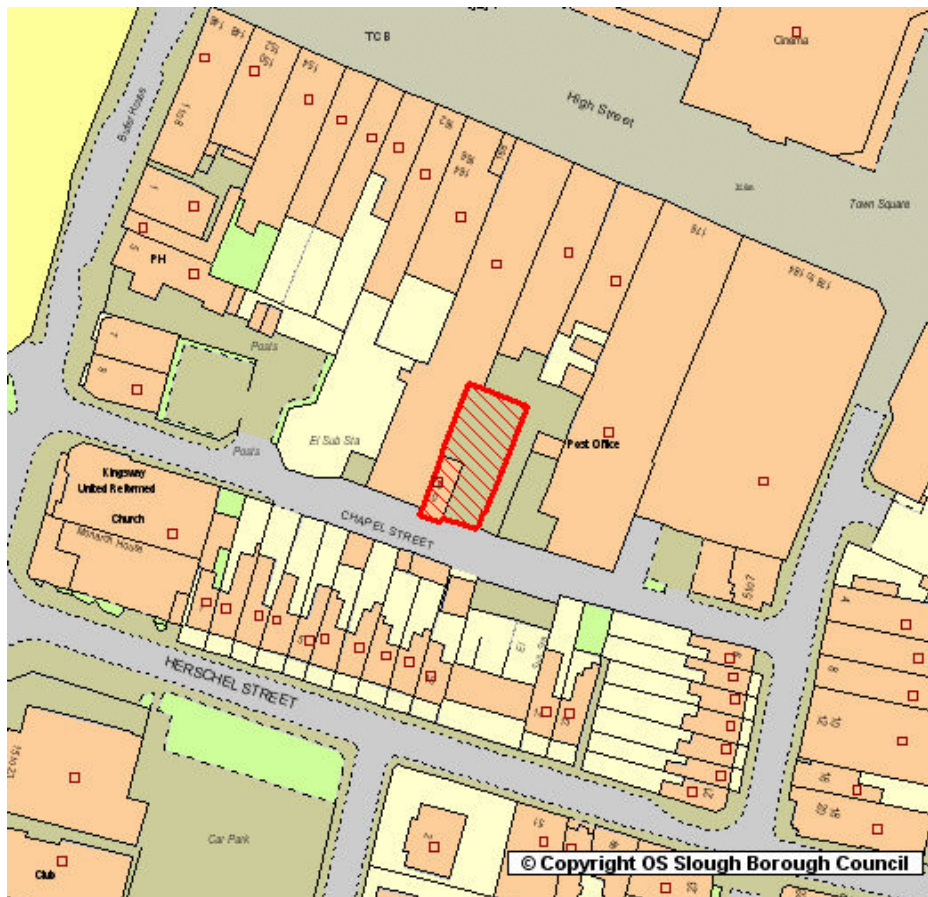
	<b>USE CLASSES – Principal uses</b>
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House
C2	Residential Institutions
C2(a)	Secure Residential Institutions
C3	Dwellinghouse
C4	Houses in Multiple Occupation
D1	Non Residential Institutions
D2	Assembly & Leisure

	<b>OFFICER ABBREVIATIONS</b>
WM	Wesley McCarthy
EW	Edward Wilson
HB	Hayley Butcher
CS	Chris Smyth
RK	Roger Kirkham
HA	Howard Albertini
IH	Ian Hann
AM	Ann Mead
FI	Fariba Ismat
PS	Paul Stimpson
JD	Jonathan Dymond
GB	Greg Bird

This page is intentionally left blank

Registration Date:	06-Dec-2011	Applic. No:	P/01913/007
Officer:	Ian Hann	Ward:	Upton
		Applic type:	<b>Major</b>
		13 week date:	<b>6th March 2012</b>
Applicant:	Mr. Iftakhar Ahmed		
Agent:	Mr. Alan Counter 33, Chaucer Way, Coomberlands, Addlestone, Surrey, KT15 1LQ		
Location:	9-10, Chapel Street, Slough, SL1 1PF		
Proposal:	ERECTION OF 7 STOREY BUILDING PLUS BASEMENT TO PROVIDE A MIXED USE DEVELOPMENT COMPRISING; A) GYMNASIUM, HAIR SALON / BEAUTICIANS AND SAUNA / AEROBICS ROOM AT BASEMENT LEVEL B) 334 SQ METRES OF CLASS OF CLASS A2 OFFICES AT GROUND AND FIRST FLOOR LEVEL C) 10 NO. X ONE BEDROOM FLATS AND 15 NO. BEDSIT FLATS ON FIVE UPPER LEVEL TOGETHER WITH ON SITE CYCLE AND REFUSE STORAGE (OUTLINE APPLICATION WITH APPEARANCE AND LANDSCAPING RESERVED FOR SUBSEQUENT APPROVAL)		

**Recommendation:** Refuse



## **P/01913/007**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the policy background and comments from consultees it is recommended that the application be refused planning permission for the reasons set out in this report.
- 1.2 This application is to be decided at Planning Committee as it is a major development.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 An outline planning application has been submitted for a detached seven storey building with a basement, comprising gym and beauty uses at basement level, office accommodation at ground floor and first floor level and residential uses in the top five floors consisting of 10 no. one bedroom flats and 15 bedsits / studio apartments. Cycle and bin stores are also proposed, to the ground floor rear and side of the property respectively. This application follows a previously approved scheme for a four storey building with basement comprising a gym at basement level, offices uses at ground floor level and 6 no. one bedroom flats and 12 bedsits / studio apartments. These proposals would therefore see an increase in 102m<sup>2</sup> of office floor area, four additional 1 bedroom flats and an increase in three bedsits / studio apartments. The previous application was approved by Planning Committee in November 2010 (reference P01913/006).
- 2.2 The proposed building will measure a width of 9.9m, depth of 24.5m and will have a height of 19.5m with a flat roof with almost 100% site coverage.
- 2.3 This is an outline application with access, scale and layout to be agreed at this stage and appearance and landscaping to be reserved matters.

#### **3.0 Application Site**

- 3.1 The application site is located on the north eastern side of Chapel Street, which is a service road that predominantly serves the rear of the properties in High Street. The site is currently open with small structures that are used in relation to car cleaning, tyre fitting and a clothes altering service that operates from the site but does not have the benefit of planning permission.
- 3.2 The site is surrounded with commercial buildings on the north eastern side of the site, with most of them being rear accesses to High Street units and two storey residential properties to the south and south west of the site. These residential properties face onto Herschel Street with the rear of the properties



on Chapel Street with parking areas and gardens adjacent to Chapel Street itself.

- 3.3 The site is situated within the Slough Town Centre Boundary and Slough Town Centre Shopping Centre as defined in the proposals map for Slough.

#### 4.0 **Site History**

- 4.1 Planning permission was granted in September 1992 for a photographic and recording studios with ancillary parking and offices (P/01913/003) and permission for its continued use was granted December 1996 (P/01913/004) and July 1999 (P/01913/005).

- 4.2 Planning permission was then granted for demolition of existing buildings and erection of a two storey office building with undercroft parking (S/00618/000). This was followed by two outline applications that were granted planning permission two storey office buildings in September 2005 (S/00618/001) and January 2006 (S/00618/002) but have not been constructed and have now expired. At the time that the applications were determined they were adjudged to have established an appropriate size, scale and bulk of building for the site.

- 4.3 Planning permission was granted a smaller scale scheme than that which is currently sort as outlined above in November 2010 (P/01913/006).

#### 5.0 **Neighbour Notification**

- 5.1 164, 166, 172, 174, High Street, Slough.  
7, 8, 9, 10, Herschel Street, Slough.

One letter of objection has been received as a result of the neighbour consultation raising the following objections:

Disruption to local residents on their back yards and parking access.  
The proposals would lead to an increase in traffic and parking issues.  
Overshadowing and loss of light to the properties in Hershall Street.  
Overlooking to the back yards for the properties on Hershall Street.  
Increase in noise and disturbance.  
The design and aesthetics should be in keeping.

Response: These matters are material planning considerations and comment is made in the report below.

#### 6.0 **Consultation**

##### 6.1 **Environmental Services**

Previous conditions should be placed on any permission as previously

suggested.

**Condition:**

Prior to the commencement of the development, an investigation and phased risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The assessment should be undertaken by competent persons in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665. Each phase shall be submitted in writing and approved by the LPA.

Phase 1 shall incorporate a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model. If potential contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the extent, scale and nature of contamination present; an assessment of the potential risks to receptors identified in Phase 1. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3 shall be undertaken.

Phase 3 requires that a detailed scheme of remediation and/or monitoring to ensure the site is brought to a condition suitable for its intended use by removing unacceptable risks identified in Phase 2, be submitted and approved in writing by the LPA.

Any approved remediation scheme must be carried out in accordance with the agreed terms prior to the commencement of the development, other than those works required to carry out the remediation, unless otherwise agreed in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of that remediation scheme must be produced and submitted in writing and is subject to the approval of the LPA. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the LPA. Where further investigation and/or remediation is necessary a scheme must be prepared in accordance with the above requirements and which is subject to the approval in writing of the LPA.

**Reason-** To ensure that risks from land contamination to the future users and occupants of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to

workers, neighbours and other offsite receptors.

## 6.2 Public Protection Services, Neighbourhood Enforcement

### **Environmental effects during construction**

Noise, dust and vibration from the construction phase may affect occupiers of nearby premises. I suggest the following planning condition is attached to any planning permission granted:

*Condition - Control of environmental effects: redevelopment*

*No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:*

- (i) control of noise*
- (ii) control of dust, smell and other effluvia*
- (iii) control of surface water run off*
- (iv) site security arrangements including hoardings*
- (v) construction working hours, hours during the construction phase when delivery vehicles taking materials are allowed to enter or leave the site.*

*The development shall be carried out in accordance with the approved scheme or as otherwise be agreed in writing by the Local Planning Authority.*

*REASON: In the interests of the amenities of the area.*

Noise during construction

**Occupiers of premises nearby to the new development can suffer excessive noise problems due to the construction of new buildings. I suggest that the following planning condition is attached to any planning permission granted requiring a noise insulation scheme to limit noise transmission:**

*Condition - Hours of construction*

*No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.*

*REASON: In the interests of the amenities of the area.*

Have regard to the basic information and procedures for noise control as it relates to the proposed construction and/or demolition as laid out in BS:5228: Part 1: 1984 - Noise Control on Construction Sites - Code of Practice for

Basic Information and Procedures for Noise Control. Vibration is not covered by this Standard, but it should be borne in mind vibration can be the cause of serious disturbance and inconvenience to anyone exposed to it.

### **Noise associated with Vehicles**

Noise from delivery vehicles may cause a nuisance to occupiers of premises nearby. I would therefore suggest that the following conditions be attached;

*1. No vehicles for delivery purposes may arrive, depart, be loaded or unloaded within the general site except between the hours of 08:00 and 18:00 Mondays to Fridays and 08: 00 and 13:00 hours on Saturdays and at no time on Sundays or bank holidays.*

*REASON: To protect local residents from excessive noise.*

### **Noise from Equipment**

The equipment used on site should be designed in a manner so as to minimise noise emissions. This is to include the use of suitable measures to provide sound attenuation. I would therefore recommend the following conditions:

*1. The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc. is in use at any adjoining or nearby premises in separate occupation.*

*2. All plant, machinery and equipment to be used by the reason of the granting of this permission shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into any neighbouring premises.*

*REASON: To protect local residents from nuisance caused by excessive noise*

### **Dust/ Odour**

There is the potential for dust to cause a nuisance to local residents during the construction stage of the development.

### **Condition – Control of dust on site**

*No construction shall take place until details of a scheme designated to identify dust sources, ways to minimise dust emission (during normal operations) from the site shall be submitted to and approved in writing by the Local Planning Authority. In particular (but without prejudice to the generality of the foregoing) water damping down equipment shall be at all the times so*

*that areas within the site can be damped down to prevent dust formation when necessary. Dust levels should be suitably controlled so as not to cause a nuisance.*

*REASON: In the interests of the amenities of the area.*

#### Waste during construction

The applicant has not supplied methods to deal with waste arising from the construction phase. I suggest that the following planning condition is attached to any planning permission granted:

#### *Condition - Control of waste during construction phase*

*No development shall take place until details in respect of measures have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the building:*

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from construction;*
- (b) Minimise the pollution potential of unavoidable waste;*
- (c) Dispose of unavoidable waste in an environmentally acceptable manner – there shall be no bonfires on site.*

*REASON: In the interests of the amenities of the area.*

#### Noise associated with business activities

Noise from customers entering and leaving the gymnasium, hair salon and sauna and noise from delivery vehicles may cause a nuisance to residents in both existing and proposed residential accommodation. I would therefore suggest that the following conditions be attached;

- 1. The hours of operation should ensure that the premises closes to the public no later than 2300 hours.*

*REASON: To protect local residents from excessive noise.*

- 2. No vehicles for delivery purposes may arrive, depart, be loaded or unloaded within the general site except between the hours of 08:00 and 18:00 Mondays to Fridays and 08: 00 and 13:00 hours on Saturdays and at no time on Sundays or bank holidays.*

*REASON: To protect local residents from excessive noise.*

#### **Noise from Ventilation System**

The ventilation system should be designed in a manner so as to minimise

noise emissions. This is to include the use of vibration isolators and other suitable measures to provide sound attenuation. I would therefore recommend the following conditions:

*1 The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc. is in use at any adjoining or nearby premises in separate occupation.*

*2 All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used by the reason of the granting of this permission shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into any neighbouring premises.*

*REASON: To protect local residents from nuisance caused by excessive noise*

### **Waste Disposal and On-site Refuse Storage**

On-site refuse storage should be considered carefully as insufficient storage methods may create odour, litter and rat problems for neighbouring premises. I suggest the following planning condition is attached to any planning permission granted:

#### *Condition - On-site refuse storage*

*No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.*

*REASON: In the interests of the amenities of the area.*

To ensure compliance with the Environmental Protection Act 1990, the businesses must have adequate measures of waste disposal I would therefore suggest that the following condition be attached:

*The applicant should submit details regarding the methods of disposing of their commercial waste to the Neighbourhood Enforcement Team within one month of opening.*

*REASON: To ensure that the Duty of Care Regulations are complied with, requiring that commercial waste produced at the premise is lawfully disposed of.*

## **6.3 Transport**

## **Traffic Generation**

No information has been presented by the applicant on the current or proposed trip generation of the site, therefore the TRICS 2010(a) v6.5.2 database is used to determine the number of person and vehicle trips of the existing and proposed use.

The B1 office use has a proposed gross internal floor space of 334sqm. It is expected that 94 person trips will be generated per day, of which 16 are vehicle trips.

The application includes proposals for 10 one bedroom flats and 15 studios. Trip rates have been derived from the TRICS database and it is estimated that the proposed development will generate 127 person trips per day, 33 of which are vehicle trips.

The gym and associated leisure facilities have a proposed total internal floor space of 232sqm. The TRICS database has been interrogated and the database includes a town centre private fitness club, based on the trips generated by this development it is considered that the proposed gym would generate 308 person trips, including 71 vehicle trips throughout the day. The peak period for trips to the gym is expected to be between 19.00 and 20.00.

The proposed development is likely to generate an approximate total of 529 person trips per day of which 120 are vehicle trips.

It is imperative to recognise that the highway network within the Borough experiences extensive problems with capacity and delay, the Borough Council has developed a Transport Strategy which is supported by central government policy to encourage modal shift to other forms of transport and manage congestion to enable targets within the Transport Act to be met. This development would place additional demands on the transport network on a daily basis and the associated traffic and person trip movements would exacerbate existing problems in terms of the proposed residential and commercial uses.

As a consequence of the existing delay and congestion within Slough town centre a contribution towards the Slough Transport Strategy is required so that the implementation of schemes within the Strategy to promote other forms of travel and manage congestion can be brought forward. A contribution of £36,000 should be secured by a S.106 Agreement and it would be put towards improving parking facilities at the nearby Herschel Street car park, towards the implementation of real time passenger information in the town centre to make bus travel more attractive and finally towards improvements to walking and cycling infrastructure in the town centre.

## **Access**

The new building is to be accessed via a pedestrian path along the west side of the building. To the east side of the building is a vehicular access road to a service area for the High Street retail units. The submitted plans show that the building will be set back in line with the adjacent building to the west and the land that will now be used as footway should be dedicated free of charge to the local highway authority.

The pedestrian visibility from the pedestrian access meets the required standard of 2.4m x 2.4m visibility splays.

### **Parking**

The applicant is not required to provide any parking spaces for this development, which is consistent with Policy T2 in the Slough Local Plan. As the development is located in the Town Centre and is in close proximity to the railway station and bus station I have no objection in principle to the development providing no parking. There are on-street parking restrictions in place on Chapel Street between 8am and 7pm Monday to Saturday. The development is still likely to attract vehicular trips and these will therefore need to be accommodated in the nearby Herschel multi-storey car park, which operates on a 24 hour basis. It is conceivable that some of the occupiers might seek to receive an on-street residents parking permit in the local zones around the development. Therefore I would recommend that residential occupiers should be excluded from applying for on-street parking permits in the local parking watch zone. This should be secured through the S.106 agreement or by way of a planning condition.

As this is in effect a car free development, it is vital to both the residential and commercial elements of the scheme that high quality cycle parking provision is included. The cycle store at the rear was designed for 18 flats not 25. Large communal stores are not particularly effective as the security of the stores is undermined by the number of users. No cycle parking provision has been made for the offices or leisure uses at the basement level and therefore the proposals are unacceptable as submitted.

Cycle parking must be installed to meet the Council's Cycle Parking Standards as set out in the Developer's Guide Part 3, Section 7. Therefore, the development will need to be significantly redesigned and new plans submitted development will need to be redrawn illustrating how cycle parking can be provided. Therefore until the plans are re-drawn it is recommend the application be refused.

### **Refuse Storage**

Sufficient refuse and recycling storage has been provided for and is located sufficiently close to the highway for collection purposes.

### **Transport and Highway works and contributions summary**



The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways and transport schedules and for the collection of the contributions schedule.

The highways schedule includes:

Reconstruct and widen the footway fronting the application site to 2.4m; and Dedication as highway maintainable at the public expense, free of charge, the widened section of footway.

Transport Schedule includes:

£36,000 contribution towards Local Transport Strategy measures in the town centre

Future occupiers of residential apartments excluded from applying for residents parking permits.

This application should be refused for the following reasons that it has failed to demonstrate that the proposed development can provide cycle parking facilities in accordance with the adopted standards set out in the Slough Local Plan. The development is therefore contrary to Slough Borough Council Local Plan Policy T8 and Core Policy 7 of the Slough LDF 2006-2026;

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

#### **7.1 National guidance**

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Statement 3 (Housing)
- Planning Policy Statement 4 (Economic Growth)

#### **Local Development Framework, Core Strategy, Submission Document**

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 4 (Type of Housing)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

#### **Adopted Local Plan for Slough**

- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)

7.2 The planning considerations for this proposal are:

- Principle of use
- Scale, massing, bulk and layout
- Impact to neighbouring residential properties / relationships to neighbouring buildings
- Standard of accommodation
- Amenity Space
- Parking / Highway Safety

## 8.0 **Principle of use**

8.1 The principle of a mixed use scheme and would comply with PPS1, PPS3 in principle as it is a brownfield site and makes efficient use of a underutilised site and could be supported subject to the resolution of some fundamental issues such as scale, bulk and height of the development, design, amenity issues and environmental impacts that are considered in detail below.

8.2 Core Policy 1 (Spatial Strategy) states that “proposals for high density housing ... will be located in the appropriate parts of Slough Town Centre.” Paragraph 7.68 of the Core Strategy states that “the actual density that will be permitted on an individual site will be dependant upon the overall strategy for that location and upon achieving a high standard of design which creates attractive living conditions”. While the principle of the use can be accepted in planning terms there are significant issues in terms of the scale of the proposals and its failure to respect its surroundings as well as issues involving amenity, living standards and transport as well as failing to provide a suitable mix of accommodation. As such the Applicant must demonstrate that the development is appropriate to the site as well providing high quality housing and this is discussed below.

8.3 This site is not a site that has been identified in the Councils Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has overachieved the amount of housing required by 17% and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.

## 9.0 **Scale, massing, bulk and layout**

9.1 Design and external appearance is assessed against PPS1, Core Policy 8 and Local Plan Policy EN1.

9.2 Planning Policy Statement 1 (Delivering Sustainable Development) advises that *‘Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted’*.

- 9.3 Core Policy 8 of the Local Development Framework, Core Strategy, states that: *“All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.”* Part 2 to that policy covers design and in sub section b) it states: *“all development will respect its location and surroundings”*.
- 9.4 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 9.5 The design / appearance of the proposed building is not a consideration as part of this application, as it would be a reserved matter to be assessed at a later stage if planning permission is to be granted, however the scale massing and layout is. The scale and massing of the proposed dwellings at seven storeys in height will be a lot larger and bulkier than the immediate neighbouring properties or any other property in Chapel Street. The previously approved scheme was a whole storey (2.7m) taller than the majority of the neighbouring property and was considered to be the maximum which was acceptable on the site. The enlargement of the previously approved scheme will appear both bulky and out of context to the surrounding area, especially when considering how narrow the street is. Taller buildings are generally contained to land west of Church Street with properties to the east, as is the application site, being more modest in height and in keeping with the character of the area. Although there is a backdrop of taller buildings within the Town Centre, these are not immediate to the application site and do not justify additional height being supported on the application site and a building 7 stories in height would be visible from the town centre and would result in an inappropriate and overbearing form of development within this part of the town centre.
- 9.6 Paragraph 7.162 of the Core Strategy states that the Council will continue to develop an urban design and tall buildings strategy for the town centre based upon the principles that are emerging from the Heart of Slough comprehensive development scheme. This has identified that all development in the High Street should be of a “pedestrian scale”. Chapel Street is a service road at the rear of the High Street and it is considered that development should not be any taller than that which has been previously approved.
- 9.7 The character of Chapel Street itself is characterised with 2 / 2.5 stories, although there are small variations this is the norm. The height issues will be further compounded by the fact that the building will occupy almost the entire site and there would be no meaningful setting around the building. This will result in the building coming right up to the future widened footpath and further adding to a dominant and overbearing form of development which would be out of context with the existing street scene. While taller buildings could be supported in a Town Centre location they will still have to have a

form of context with the surrounding area. With no other taller buildings in the immediate surrounding area, this building will look out of context with its location. Notwithstanding a 1m set back at the top floor level the introduction of additional floors, substantially higher than the immediate surrounding buildings and taller than what has been previously approved on the site would result in a development that is out of character with its surroundings. This is accentuated by the lack of any setting for the building due to its excessive site coverage. It is considered that the previously approved scheme was the very maximum that could have been achieved on the site and the further intensification of this would not be acceptable in terms of scale massing and bulk.

- 9.8 The development is effectively an infilling development between the rear properties of retail units that front onto the High Street. The current appearance is one of substantial flank walls with no active frontage onto Chapel Street. The proposal for ground floor A2 units will provide some active frontage at street level and this is a positive attribute of the scheme.
- 9.9 Notwithstanding the fact that matters of design and appearance are reserved for subsequent approval it is not considered that the harm caused by the excessive bulk, height and scale could be masked or minimalised through a different design approach.
- 9.10 An objection is therefore raised in terms of the scale, massing, bulk and positioning of the development as the Applicant has not demonstrated that the amount of development being sought can be satisfactorily contained within the site. The proposal is therefore considered to be in contrast with guidance given in PPS1, Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.
- 10.0 **Impact to neighbouring residential properties / relationships to neighbouring buildings**
- 10.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 10.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that the design of all development within existing residential areas should respect its location and surroundings.
- 10.3 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 10.4 The proposed building will be sited so that it will be positioned 26m from the rear habitable room windows of the dwellings that face onto Herschel Street but back onto Chapel Street. With the building increasing in size from that

which was previously approved and having an overly large and overbearing appearance, as discussed above, this will result in an overbearing form of development when viewed from the rear of these properties. While the separation distance, as discussed above, remains the same from the previously approved scheme (as a minimum it would be expected that the additional floors should be set back from the front elevation of the building to increase the separation distance between the new building and the residential properties opposite), the amount of development now sort could not be achieved on the site without impacting on the amenity of neighbouring properties. The increase in the height of the proposed building would have a greater impact upon the neighbouring properties in terms of overlooking and overbearing impact and a greater degree of separation would be required with a building that is substantially higher than that which was previously granted planning permission. This situation would be exacerbated furthermore for those who still retain a rear garden, having a detrimental impact upon the use of these gardens also. It is not considered that a minor 1m set back of the top floor overcomes these issues as anything over and above that which was previously approved would result in further unacceptable impact on these residential dwellings.

- 10.5 There is a potential conflict between the existing clear fenestration within the rear elevation of MacDonald's close to the rear elevation of the proposed building (approximately between 7m and 9m) which is to include principle habitable room windows, and which could lead to a loss of privacy and amenity for future occupiers of the affected units.
- 10.6 Further impacts on neighbouring properties will be experienced by the fact that the proposal could inhibit future development/redevelopment options on neighbouring sites. The proposed building will be set off the eastern boundary by 0.5m and by 1.5m from the western boundary and with the installation of primary windows into the flank wall and rear elevations this will be a material consideration and potential restricting factor if neighbouring sites choose to redevelop in the future and would mean that these sites could not redevelop due to the impact that they would have on the proposed building. While it is accepted that this situation exists with the previously approved scheme the potential for the sterilisation of neighbouring land is increased under this application due to the additional number of side facing windows and may restrict the redevelopment of neighbouring land. No attempt has been made to try to overcome this problem by redesigning the internal layout of the flats or by providing larger flats which may overcome the issue.
- 10.7 Increase in noise and disturbance would not be materially worse from the previously approved scheme to warrant refusal and could be controlled by a certain extent via condition if the scheme was to be approved.
- 10.8 An objection is therefore raised in terms of the overbearing and loss of privacy impacts on adjoining residential properties. The proposal is considered to be inconsistent with Core Policy 8 of the Local Development Framework Core

Strategy and Policy EN1 of the Adopted Local Plan.

11.0 **Standard of accommodation**

11.1 **Room Sizes:**

The Council's approved Guidelines for Provision for flat conversions, 1992 requires a minimum room size for the type of development proposed. Although these guidelines relate to conversions of flats they do provide a guide for new build development, such as proposed in this application. The guidelines state that living areas (sitting and dining) for 1 bed room flats requires an area of 14.86m<sup>2</sup>, kitchen areas require 5.57m<sup>2</sup> and bedrooms require 11.14m<sup>2</sup>. These guidelines go further to say that in the case of bedsits (studio units) the total floor space should not fall below those laid down for one bedroom flats. These proposals allow for 17.81m<sup>2</sup> and 15.68m<sup>2</sup> in the flats living rooms, and 11.13m<sup>2</sup> for the bed room resulting in a negligible shortfall which would not on its own form a basis for refusal of the application. However more concerning is the fact that the bedsits have a floor area (living area and kitchen) of between just 24.88m<sup>2</sup> and 25.65m<sup>2</sup> as opposed to the minimum of 31.57m<sup>2</sup> leading to a shortfall of between approximately 5.92m<sup>2</sup> to 6.69m<sup>2</sup> and would result in an unacceptable cramped form of accommodation for future occupiers of this unit having a detrimental impact upon their living standards, while failing to provide high quality housing. While it is accepted that some of the bedsits fell below these standards in the previously refused scheme the number of units and the amount by which they are substandard is increased under this application and such a shortfall is not considered to be acceptable and with an increased number of units an increase in the mix of type of unit would also be considered to be appropriate.

11.2 **Sunlight / Daylight:**

Although no details have been provided to assess daylight and sunlight issues the living conditions for future occupiers on the first level of residential accommodation is compromised by the orientation of the rooms inside the building in terms of outlook and lacking the benefit of any natural light the situation is improved from the previously approved scheme as the number of units that will be affected will be reduced and no objection is raised on this basis.

11.3 **Entrance:**

The layout of the proposed development is further compromised with the inclusion of only one entrance to the building. This entrance will have to be used for the offices, residential properties and the gym / leisure uses and although this was deemed to be acceptable for the previously approved scheme with the increase in the number of residents and office users of the building it will result in congestion and conflict within the small entrance / lobby area and will also create security issues with a greater range of people having access to the residential and office areas of the building which will

further impact upon the amenities of future residents, both residential and commercial.

11.4 **Tenure:**

The Applicant has sought to supply an increased number of small units at the lower end of the market, above that which was previously considered to be acceptable, but has failed at this stage to provide the necessary justification in the way of a market needs argument. However this would need to be considered in the round and it would not justify substandard accommodation. Whilst the previous tenure argument was never proven given the view taken on this application a reason for refusal could not be sustained on this occasion.

11.5 The development by virtue of its poor living conditions for the future occupiers by reasons of the cramped sizes and poor layout would not achieve high quality housing in accordance with PPS3 and Core Policy 8 of the Local Development Framework Core Strategy.

12.0 **Amenity Space**

12.1 Amenity space criteria is assessed against Local Plan Policy H14.

12.2 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities. This policy goes further to say that in smaller schemes, such as one bedroom flats, demand for real gardens is not so strong.

12.3 This scheme proposes only one bedroom flats and bedsits with no real usable amenity area. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.

12.4 The front units on the top floor have the benefit of small balconies as an amenity area but this causes issues of overlooking as discussed in the report above.

12.5 The proposal is considered to be in accordance with guidance given in PPS1, and Policy H14 of the Adopted Local Plan in terms of amenity space requirements.

13.0 **Traffic and Highways**

- 13.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.
- 13.2 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.
- 13.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 13.4 The applicant is not required to provide any parking spaces for this development, which is consistent with Policy T2 in the Slough Local Plan. As the development is located in a sustainable location in close proximity to the railway station, bus station and other facilities, including 24 hour car parks, there is no objection in principle to the development providing no parking.
- 13.5 With this development a car free development, it is vital to both the residential and commercial elements of the scheme that high quality cycle parking provision is included. The application proposes an area with the same cycle parking provision as the previously approved scheme with no allowances for the increase of 102 m<sup>2</sup> of office space and 7 residential units. This is clearly insufficient in size and thus it is unacceptable. Cycle parking must be installed to meet the Council's Cycle Parking Standards as set out in the Developer's Guide Part 3, Section 7.
- 13.6 No information has been presented by the applicant on the current or proposed trip generation of the site, however modelling shows that the proposed development is likely to generate an approximate total of 529 person trips per day of which 120 are vehicle trips as opposed to the previous permission which would have produced 464 person trips per day of which 106 are vehicle trips, a material increase.
- 13.7 This development would place additional demands on the transport network on a daily basis and the associated traffic and person trip movements would exacerbate existing problems in terms of the proposed residential and commercial uses. As a consequence of the existing delay and congestion within Slough town centre a contribution towards the Slough Transport Strategy is required so that the implementation of schemes within the Strategy to promote other forms of travel and manage congestion can be brought forward. A contribution of £36,000 should be secured by a S.106 Agreement and it would be put towards improving parking facilities at the nearby Herschel Street car park, towards the implementation of real time passenger information in the town centre to make bus travel more attractive and finally towards improvements to walking and cycling infrastructure in the town centre. The applicant did enter into a Section 106 Agreement for the last



approval for a transport contribution of £17,500.00 to fund improving parking facilities, the implementation of real time passenger information in the town centre and towards improvements to railway forecourt, which was reduced from the original figure of £31,800.00 after discussions with the then Head of Town Planning, the basis of which is unclear and unreported. The applicant has indicated that they would be willing to enter into another Section 106 Agreement for this scheme in a “similar nature as before”. However with the increase in funds that are required and as outlined above there are significant and severe issues with this application it is proposed to include a holding objection for the failure to provide an appropriate Section 106 agreement.

13.8 An objection is therefore raised in terms of lack of cycle parking and impact upon highway infrastructure. The proposal is considered to be inconsistent with Core Policy 7 of the Local Development Framework Core Strategy and Policy T2 of the Adopted Local Plan.

#### 14.0 **Other Issues**

14.1 This application involves the provision of more than 24 dwelling units and to comply with the requirements of Core Policy 4, 30% of the provision should be in the form of on site affordable housing. With respect to the extant outline planning permission, given the high proportion of bed sits equating to 66% of the total provision and the poor internal space standards, that such accommodation would be serving the lower end of the rental market and be tied to short term lets only, a view was taken at that time, that the normal affordable housing provisions would not apply. What is different with the current application is that both the number and proportion of one bedroom flats being provided has increased from 6 no. to 10 no. representing 40% of the total provision, compared with only 33% previously. It is the one bedroom dwellings rather than the bedsits which could house small families.

14.3 Were this planning application to have been supported in planning terms, the applicant would have been required to enter into a Section 106 Planning Obligation Agreement obligating the applicant/developer to extend proposals for short term lets to apply to the 12 no. bedsits and the 6 no. one bed flats as already approved plus the additional 3 bedsits now being proposed. A financial contribution would also have been sought for the additional 4 no. one bedroom flats which would equate to £120,000, on the basis that the lower threshold figures would apply.

14.4 With respect to education contributions, similarly in respect of the extant outline planning permission, given the high proportion of bedsits within the overall scheme, it was decided at the time not to apply the normal requirements on the grounds that the type of accommodation was unlikely to attract families. However, as stated in the paragraphs above, both the number and proportion of one bedroom flats is increased as part of the total development and as such it is considered that such accommodation could attract small families and as such a financial contribution, equating to £3632,

which reflects the increase in one bedroom flats (4 no.) would have been sought through the terms of a S106 Agreement.

- 14.5 The applicant has not submitted a viability appraisal to demonstrate that the development could not support such financial contributions. As such, the heads of terms for the S106 Agreement have been sent to the applicant for their written agreement, without such agreement it is considered that a holding objection be raised. Any responses from the applicant will be reported to members on the Amendment Sheet.

15.0 **Summary and Conclusions**

- 15.1 The Applicant has failed to demonstrate through the submission of illustrative plans and other details that the site is capable of accommodating a building of the height, scale and bulk proposed, nor the number of residential units proposed insofar as; this level of residential accommodation cannot be satisfactory accommodated on the site without prejudicing the privacy and outlook for nearby residential properties; that having due regard to the siting of the development in relation to neighbouring uses it would potentially restrict development / redevelopment opportunities on those sites; that the quality and standard of accommodation for some future occupiers due to the lack of adequate day light / sunlight and cramped and inappropriate accommodation / room sizes would result in sub standard housing; and that the height coupled with a lack of any setting around the building results in a building which is out of context with its immediate surroundings It is therefore considered that the scheme represents an over development of the site.

16.0 **PART C: RECOMMENDATION**

- 16.1 **Refuse.**

**PART D: LIST OF REASONS FOR REFUSAL**Reason(s)

1. The applicant has failed to demonstrate that the level of development being applied for can be provided on this site without compromising the character and appearance of the area through the buildings excessive bulk, scale and height therefore the proposed development is contrary to Planning Policy Statement 1, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document: December 2008 and Policies EN1, of the Adopted Local Plan for Sough: 2004.
2. At a proposed height of seven stories the building will be visible from the High Street and will appear as a isolated and intrusive form of development given the domestic scale of the rest of the High Street. The applicant has failed to show that the amount of development sort can be delivered on this site and therefore the proposed development is thereby contrary to Planning Policy Statement 1, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document: December 2008 and Policies EN1, of the Adopted Local Plan for Sough: 2004.
3. The siting and juxtaposition of the proposed building would introduce an unacceptable form of development for the occupiers of the residential properties at 6-10 Herschel Street, the rears of which face onto the south side of Chapel Street resulting in an overbearing form of development, and a loss of privacy for these occupiers and be visually intrusive for the occupiers of those properties with their amenity affected to an unacceptable degree. The development therefore has an unacceptable impact upon the amenities of neighbouring properties contrary to Planning Policy Statement 1, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document: December 2008 and Policies EN1 and H13 of the Adopted Local Plan for Sough: 2004.
4. The increased provision of flank windows over and above that previously approved will result in potential and perceived overlooking over neighbouring sites to the extent that it would significantly effect the chances of future development on neighbouring sites therefore having an unacceptable impact upon the amenities of neighbouring properties contrary to Planning Policy Statement 1, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document: December 2008 and Policies EN1 and H13 of the Adopted Local Plan for Sough: 2004.
5. The proposed building by virtue of its proximity to the rear of the properties in High Street with habitable room windows facing onto properties on High Street will result in overlooking to the proposed residential unites so that the

Applicant's have failed to demonstrate that a satisfactory internal layout can be achieved for the amount of development sort, contrary to Planning Policy Statement 1, Planning Policy Statement 3 (Housing), Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document: December 2008 and Policies EN1, of the Adopted Local Plan for Sough: 2004.

6. The proposed building by virtue of its internal layout will result in a number of the residential units having inappropriately sized rooms, thereby impacting on the amenity of future residents and failing to provide high quality housing, to the extent that the Applicant's have failed to demonstrate that a satisfactory internal layout can be achieved for the amount of development sort, contrary to Planning Policy Statement 1, Planning Policy Statement 3 (Housing), Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document: December 2008 and Policies EN1, of the Adopted Local Plan for Sough: 2004.
7. The proposed building would result in an unsuitable singular entrance for all uses resulting in a crowded and congested entrance leading to security and amenity issues with concerns over security and the failure to design out crime, so that the Applicant's have failed to demonstrate that a satisfactory internal layout can be achieved for the amount of development sort, contrary to Planning Policy Statement 1, Planning Policy Statement 3 (Housing), Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document: December 2008 and Policies EN1, of the Adopted Local Plan for Slough: 2004.
8. Insufficient provision has been made for secure cycle parking to the detriment of the efficiency of the highway network. As such the proposal is contrary to Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document, December 2007).
9. A holding objection is raised on the grounds that the applicant has failed to enter into an Agreement under Section 106 of the Town and Country Planning Act for payment of a general transportation contribution, affordable housing contribution or education contributions contrary to Core Policy 7 of the Local Development Framework Core Strategy (2006 - 2026), Development Plan Document, December 2008.

Informative(s) \*delete

1. The development hereby refused was submitted with the following plans and drawings:
  - (a) Drawing No. CS00c, Dated 26/11/2011, Recd On 05/12/2011
  - (b) Drawing No. CS01b, Dated 14/11/2011, Recd On 05/12/2011
  - (c) Drawing No. CS02d, Dated 14/11/2011, Recd On 05/12/2011

- (d) Drawing No. CS09a, Dated 14/11/2011, Recd On 05/12/2011
- (e) Drawing No. CS04b, Dated 14/11/2011, Recd On 05/12/2011
- (f) Drawing No. CS07b, Dated 25/11/2011, Recd On 05/12/2011
- (g) Drawing No. CS05d, Dated 17/11/2011, Recd On 05/12/2011
- (h) Drawing No. CS06c, Dated 17/11/2011, Recd On 05/12/2011
- (i) Drawing No. CS08d, Dated 26/11/2011, Recd On 05/12/2011

This page is intentionally left blank

# **PLANNING COMMITTEE** **27<sup>th</sup> February 2012**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS PRESENTED TO MEMBERS

**AGENDA ITEM 4**  
**P/01913/007 – 9-10, Chapel Street, Slough**

This application has been withdrawn by the Applicant.

**AGENDA ITEM 5**  
**P/14685/001 – 46-48, Sussex Place, Slough**

A further representation has been received from the occupier of 44 Sussex Place.

The occupier has advised that they have now installed solar panels (as referred to in their letter previous of objection) and considers that they would be adversely affected if they are under shadow from an elevated flank wall at number 46 Sussex Place as per the planning application. A copy of an installation certificate has been provided.

Response: It is noted that the solar panels previously referred to have now been installed. Whilst the potential impact on the living conditions of a neighbouring occupier is a material planning consideration, it is not considered that the potential impact on the operation or efficiency of domestic micro-renewables neighbouring an application site is a material planning consideration.

In any event, no evidence has been provided to demonstrate that the proposed alterations to the roof would in fact give rise to an adverse impact on the efficiency of the solar panels. The neighbour's property benefits from an open southern aspect, which would appear to allow for unobstructed sunlight to come down from above throughout the day. It is therefore not considered that the proposal would be likely to adversely impact on their operation.

**NO CHANGE TO RECOMMENDATION**

**AGENDA ITEM 6**  
**S/00680/001 – 23, Mansel Close, Slough**

For reasons of clarity the description of the proposal is changed to:

**ERECTION OF A TWO STOREY THREE BEDROOM ATTACHED DWELLING INCORPORATING A SINGLE STOREY SIDE AND REAR PROJECTIONS WITH PITCHED ROOFS AND SINGLE STOREY REAR EXTENSION TO NO. 23 MANSEL CLOSE WITH A MONO PITCHED ROOF AND PROVISION OF 2 NO. CAR PARKING BAYS ON THE OPEN GRASS AREA OPPOSITE THE SITE**

One further letter of objection received from the occupiers of 24 Mansel Close.

- *The use of garden space for new housing and green land for car parking is fundamentally out of keeping with the estate's design heritage*

Response: The provision of an attached house of similar proportions and design to the existing terrace would not detract from the overall design and character of the estate. The provision of a single attached house retains a reasonable degree of openness which is characteristic of corner sites within this part of the Wexham Court estate.



- *The Council has already approved construction of additional housing on the original car parks that were designed for the area. If the new house at no. 23 is also approved and built there is likely to be further pressure on traffic flow and increased pressure for residents to park their cars on the road.*

Response: The release of land at one of the 2 no. garage courts in Mansel Close, for the construction of two pairs of semi detached houses, reflected its underutilisation for parking. In traffic terms 4 no. houses would generate less traffic than its previous use as a garage court and as such an objection on traffic terms could not have been sustained. The site also provided much need affordable housing and forms part of a wider garage court strategy across Slough. In traffic terms, one additional house as is now proposed adjacent to no. 23 Mansel Close would not be material to the determination of this application. Parking is being provided in accordance with the Council's approved parking standards.

- *Two of the proposed parking spaces are stated as being located on an adjacent grass verge. The proposed location for the parking spaces is on grassland opposite the property. It is fundamentally misleading to describe this land as and "adjacent verge" in the planning application.*

Response: Noted. The description is amended as set out above.

- *The land forms a small park that is an original planned feature of the area (ref: Borough of Slough, drawing number H3/640/30 – 22/10/54 Layout of Wexham Court Farm estate). The park includes two mature oak trees. My children and the children of other residents extensively use it as play area. I and other residents also value the park as a resource for its visual quality and the range of wild life that it attracts, including at various times of the year less common species like woodpeckers and little owls.*

*The grass and oak trees pre-date the construction of the estate on farmland in the 1950s. they were intentionally included to, "enhance the amenities" in the original design of the estate, which, with considerable vision, aimed to have "restricted vehicular access", prioritized pedestrian routes, open spaces, spaciousness and open outlook (Ref Slough Borough Council post war housing plan cited in the Slough Observer 24th Dec 1943 p7)*

*As such the proposed housing and car parking spaces are not in keeping with the architecture or landscaping of the area. Some of the land has already been lost to parking. No further degradation of the green space should be permitted.*

Response: Whilst the original objectives behind the estate design are to be applauded, change is inevitable over time, with growing pressures for housing and people's aspirations for larger houses. What is important is how such change is managed and controlled. In this particular instance, it is considered that the provision of a suitably proportioned and designed attached house, which does not unbalance the symmetry or appearance of the existing terrace and maintains a reasonable degree of openness on this corner site is not harmful to the character of the area. The proposals do involve a further modest take up of the green area, through extension to the existing parking court, but does not involve the loss of any trees neither does it render the open space non functional nor significantly detract from its visual quality.

- *However, if the application is approved it should be amended to require: Number 23 and the new property to use a form of paving block for car parking that allows grass to grow through it at the front of both properties.*

*Any designated parking to be constructed using grass block concrete pavers or similar.*

Response: Such paving is not always successful and can look unsightly if not properly maintained. Rather the preference would be to secure a mixed hard surface/soft landscaped parking area to the frontages of the existing and proposed houses through an appropriate landscaping condition.

## **NO CHANGE TO RECOMMENDATION**

**AGENDA ITEM 7**

**P/15086/000 –9-12, Kingfisher Court, Farnham Road, Slough**

**NO CHANGE TO RECOMMENDATION**

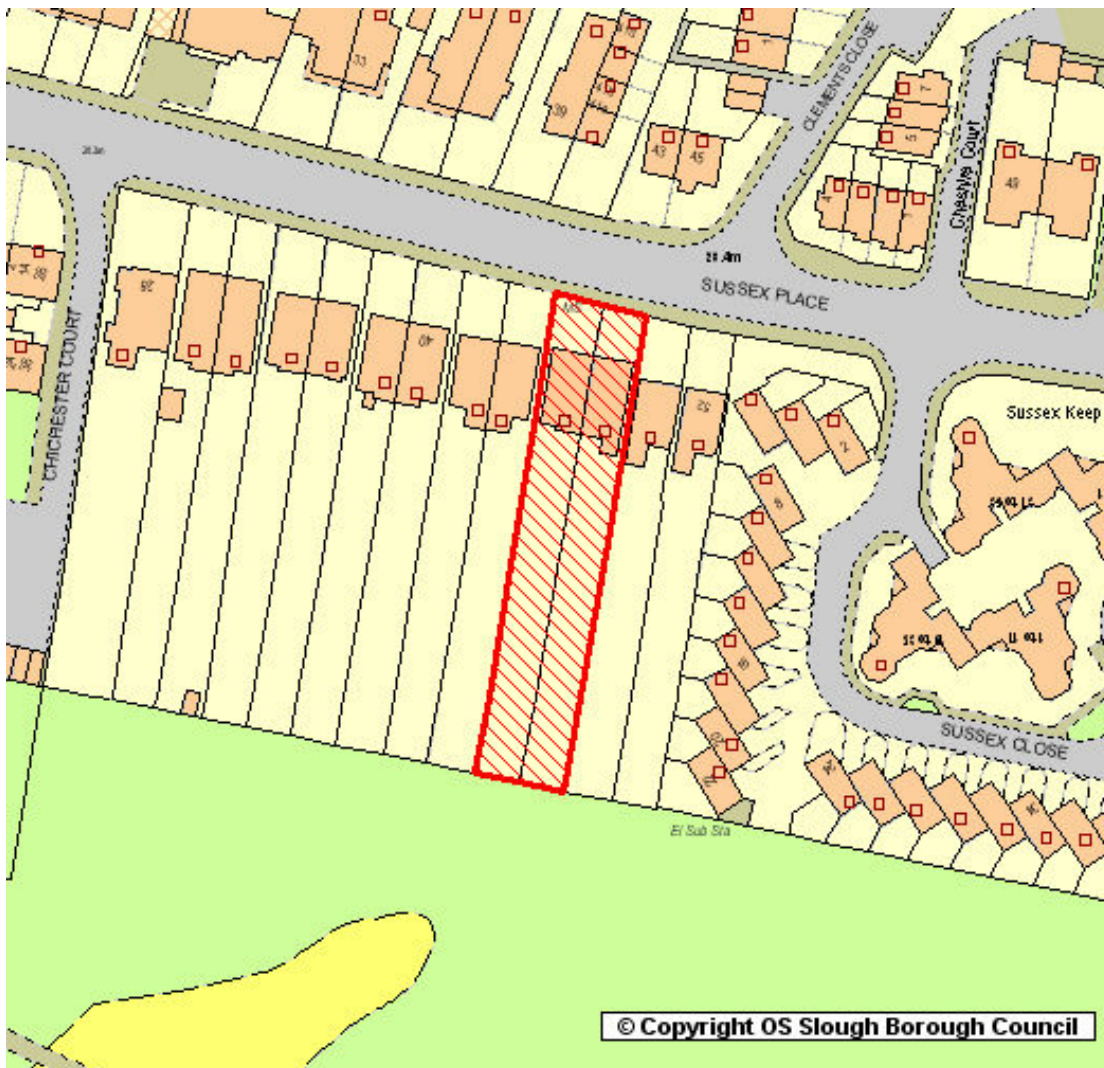
**AGENDA ITEM 8**

**P/04489/004 – 8, Buckingham Avenue, Slough**

**NO CHANGE TO RECOMMENDATION**

Registration Date:	07-Dec-2011	Applic. No:	P/14685/001
Officer:	Mr. J. Dymond	Ward:	Upton
Applicant:	Mrs. Aisha & Mrs Munnaza Hussain	Applic type:	13 week date:
Agent:			
Location:	46-48, Sussex Place, Slough, Berkshire, SL1 1NR		
Proposal:	CHANGE IN THE SHAPE OF THE EXISTING HIPPED AND PITCHED ROOF TO A GABLE END ROOF, ERECTION OF 2 NO. FLAT ROOF REAR DORMER WINDOWS, INSERTION OF 2 NO. ROOF LIGHTS ON REAR ELEVATION AND 4 NO. ROOF LIGHTS ON FRONT ELEVATION, INSERTION OF FLANK WALL WINDOWS		

**Recommendation:** Approve, subject to conditions.



## **P/14685/1 – 46-48 Sussex Place**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration at the request of Councillor Long. Reference is made to the representation received from the occupier of 44 Sussex Place.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be approved with conditions.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This is householder planning application for the proposed change in the shape of the existing hipped and pitched roofs to pitched roofs with gable ends, the erection of 2 no. flat roofed dormer windows and the insertion of 4 no. rooflights (2 no. per property) in the front roofslope, and 2 no. rooflights (1 no. per property) in the rear roof slope in connection with the conversion of the loft space to habitable accommodation.
- 2.2 The proposed loft would provide 2 no. bedrooms and a bathroom per property. The properties would thus comprise 5 no. bedrooms respectively following the carrying out of the proposal.
- 2.3 The ridge height of the roof would remain as existing, and there would be no changes to the angle of the pitch of the roof to the front or rear.
- 2.4 The proposed rooflights would be flush fitting. The proposed dormer windows would have a waterproof membrane roof and would be tile hung to the front and sides.

#### **3.0 Application Site**

- 3.1 46 and 48 Sussex Place are a pair of semi-detached properties. The properties have hipped and pitched roofs and feature two storey bay windows to the front. The properties are clad in artificial stone to the front and are rendered to the rear. The properties have previously been extended at the rear by way of a continuous single storey extension with a mono-pitched roof. The properties also have a single storey pitched roof rear outbuilding which abuts the rear boundary.
- 3.2 The properties are located outside of the Sussex Place/Clifton Road

Conservation Area. The boundary of the Conservation Area is to the north and south of the site. To the north, the Conservation Area includes the properties on the opposite side of the road including nos. 1 to 41d Sussex Place to the east. To the south, the Conservation Area includes Lascelles playing fields.

- 3.3 There are neighbouring properties to the north, east and west of the site. To the east of number 48 Sussex Place is number 50 Sussex Place. This property is a detached, two storey property which has previously been extended to the rear by way of a part two storey, part single storey rear extension. The roof of the main property is pitched with gable ends.
- 3.4 To the west of number 46 Sussex Place is number 44 Sussex Place. This property is a semi-detached property which has a gable end pitched roof. This property has been extended to the rear at ground floor level and has a single storey mono-pitched roof.
- 3.5 There are examples of other flat roof rear dormer windows in the locality. Numbers 34 and 36 Sussex Place have pitched roof dormer windows, numbers 38 and 40 Sussex Place have hipped and pitched roof dormer windows. There are also two small dormer windows in situ on the rear elevations of 50 and 52 Sussex Place.
- 3.6 Whilst the applicant is the owner of both numbers 46 and 48 Sussex Place, the properties are understood to be occupied as separate dwellinghouses. The application has been made on this basis.

#### 4.0 **Site History**

##### 4.1 **Recent applications relating to the properties are as follows:**

###### 48 Sussex Place

P/03085/006 - ERECTION OF A SINGLE STOREY REAR EXTENSION WITH MONO-PITCHED ROOF INCORPORATING TWO SKY LIGHTS. - Approved with Conditions - 06-Jan-2010

P/03085/005 - ERECTION OF A SINGLE STOREY MONO PITCH ROOF REAR EXTENSION (AMENDED PLANS 27/04/2000) - Approved with Conditions - 02-May-2000

P/03085/004 - ERECTION OF SINGLE STOREY PITCHED ROOF REAR EXTENSION/ CONSERVATORY - Refused - 15-Feb-2000

P/03085/002 - ERECTION OF SINGLE STOREY EXTENSIONS TO REAR COMPRISING G CONSERVATORY AND STORE - Refused - 16-Aug-1982

P/03085/000 – Erection of flats and garage (outline), 46-52 Sussex

Place, Slough – Approved with Conditions – 29-Dec-1972

Please note: applications P/03085/001 and P/03085/003 whilst having the same plot number as those applications above relating to the application site, appear to relate to applications submitted in connection with proposed development at 50 Sussex Place and 52 Sussex Place.

#### 46 Sussex Place

P/14685/000 - ERECTION OF A SINGLE STOREY REAR EXTENSION WITH MONO-PITCHED ROOF INCORPORATING TWO SKY LIGHTS. - Approved with Conditions - 06-Jan-2010

### 5.0 **Neighbour Notification**

5.1 41d, Sussex Place, Slough, SL1 1NH, 50, Sussex Place, Slough, SL1 1NR, 43, Sussex Place, Slough, SL1 1NH, 41a, Sussex Place, Slough, SL1 1NH, 44, Sussex Place, Slough, SL1 1NR, 41b, Sussex Place, Slough, SL1 1NH, 41c, Sussex Place, Slough, SL1 1NH

5.2 Three letters of objection have been received. The concerns raised in these letters are summarised as follows:

#### **Occupier of 44 Sussex Place – Object for the following reasons in summary**

- The dormer and the additional flank wall would cause a loss of privacy, a window would directly overlook my garden.  
Response: Matters relating to loss of privacy and potential overlooking are assessed under section 9 of this report.
- The steepness of the angle would mean that the view from this window would not be blocked. Views would be up to the patio and back door.  
Response: Matters relating to overlooking are assessed under section 9 of this report.
- Raising of the flank wall would lead to a loss of light.  
Response: Potential impact on light provision is assessed under section 9 of this report.
- The raised flank wall and rear dormer would also cause a shadow to fall on the roof on which it was proposed to install solar panels.

Response: Potential impact as a result of overshadowing is assessed under section 9 of this report. The supposed intention of a neighbouring resident to install solar panels on their property in the future is not a consideration which is material to the

assessment of this planning application.

- Noise, dirt and disturbance as a result of building work.  
Response: The nature of building and construction work is such that it could inevitably result in a degree of noise from time to time, however there is legislation such as the Control of Pollution Act 1974 and the Environmental Protection Act which allows local authorities to take action where necessary against excessive noise, pollution and statutory nuisances. The development proposed consists principally of alterations to the roof of the existing properties and the nature of the work is unlikely to give rise to long term undue impacts to neighbours as a result of noise, dirt and disturbance. This is a minor, householder proposal and it is therefore not considered reasonable or necessary to impose a condition relating to hours of construction or for the submission of a construction management plan.

- Additional residents would cause parking problems on Sussex Place. Further demand for parking.

Response: Matters relating to parking are assessed under section 10 of this report.

- The current appearance of the property would be out of keeping with the character of the street.

Response: Matters relating to design are considered under section 8 of this report.

- Given the two large outbuildings, the proportions of the property would be out of line with others in the area.

Response: The existing outbuildings abutting the rear boundary of the site have been noted. Their footprint is considered to be relatively modest, and it was apparent at the time of the officer site visit that they were being used for storage purposes. Given that a sizable rear garden is retained; the proposed alterations to the roof, when considered in conjunction with the existing outbuildings are not considered to result in properties which would be out of scale or proportion with other properties in the area.

- The proposal would result in the property taking on the appearance of a guest house, which could impact on the area.  
Response: Whilst existing design features such as the artificial stone cladding and ornamental columned porches which are not necessarily typical features of the area are noted, the property would retain a domestic appearance and its lawful use in planning terms would be as a class C3 dwellinghouse. Were the

property to be used in the future as a guest house, this would be use falling within use class C1 and as such would constitute a material change of use for which planning permission would be required. The Local Planning Authority could exercise its enforcement powers in relating to any future unauthorised use if it were considered expedient.

During the course of the application, amended plans were received relating to the proposed dormer windows. A 14 day period of reconsultation was undertaken. Objections received in connection with this reconsultation were as follows:

**Occupier of 44 Sussex Place – Object for the following reasons in summary**

- The flank walls at the front of 46-48 Sussex Place are to be raised.

Response: The flank walls would be raised in conjunction with the proposed change in the shape of the existing hip ends to a full gable end. The flank walls would in effect be raised by 2.1 metres, however the overall height of the roof would remain as existing.

- The appearance of the buildings would be box-like and unsightly.  
Response: An assessment of the design and the appearance of the building is assessed under section 8 of this report.
- The two buildings are already not inkeeping due to cladding and columns to the front.

Response: These features are existing and are proposed to remain in situ in conjunction with this application.

**Occupier of 50 Sussex Place – Object for the following reasons in summary**

- Proposal will lead to an impairment of light entering into my home.

Response: Potential impact on light provision is assessed under section 9 of this report.

A petition has also been received, which has been signed by the occupiers of 32, 33, 38, 40, 42, 44 and 52 Sussex Place. The signatories object to permission being given for further development because it will destroy the character of Sussex Place. The plan for development is not in keeping with the architecture and design of the entire street and these buildings are already looking like commercial buildings. Permission should be refused.



**6.0 Consultation**

6.1 **None**

**PART B: PLANNING APPRAISAL**

**7.0 Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

**National Planning Policy Statements**

PPS1 – Delivering Sustainable Development  
PPS3 – Housing  
PPS5 – Planning and the Historic Environment  
PPG13 – Transport

Regard should also be had to the draft National Planning Policy Framework; however it should be afforded limited weight as it is currently in draft form and could be subject to change.

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

Core Policy 1 – Spatial Strategy  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built Environment

**The Local Plan for Slough, Adopted March 2004**

Policy EN1 – Standard of Design  
Policy EN2 – Extensions  
Policy H15 – Residential Extensions  
Policy T2 – Parking Restraint

**Supplementary Planning Document**

The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document, January 2010

7.2 The main planning issues relevant to the assessment of this application are considered to be those relating to the design of the proposal and the impact on the street scene (including on the setting of the character and appearance of the Sussex Place/Clifton Road Conservation Area), the potential impact on neighbour amenity and traffic and highway matters.

7.3 Whilst planning permission has been required for the proposed development in this instance because the applicant is proposing to undertake the proposed works to both properties at the same time, it should be noted that permitted development rights exist under Part 1, Class B of The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 for the enlargement of a dwellinghouse consisting of an addition or alteration to its roof. Hip to gable enlargements and the erection of dormer windows are permitted under this class.

## 8.0 **Design and Impact on the Street Scene**

8.1 Section 8 of The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document, January 2010 sets out detailed design guidelines for the assessment of proposals for roof extensions, dormer windows and roof lights.

8.2 Whilst guideline EX33 states that alterations to change the shape of the roof will not normally be permitted, it is considered that account should be taken of the mix of roof shapes on Sussex Place and the fact that the properties immediately to the east and west of the site, numbers 50 Sussex Place and 44 Sussex Place respectively, have gable end pitched roofs.

8.3 The height of the flank walls would be raised by 2.1 metres, however the height of the ridge of the main roof would remain as existing. Given that the existing hipped and pitched roof is a half hip, as opposed to a full hipped and pitched roof down to eaves level, the proposed change in the shape to a gable end roof is considered to be acceptable in design terms and is considered to have no undue impact on the street scene when viewed in the context of the gable ended roofs of the neighbouring properties.

8.4 The proposed dormer windows would appear as two separate roof structures. The proposal as initially submitted proposed a single dormer window; however the scheme was amended to effectively separate the single structure into two separate dormer extensions.

8.5 The proposed dormer windows would each dimension 3.2 metres in width and would be 2.5 metres in height. The width of the main roof is 6.5 metres, and the proposed dormer windows would therefore not occupy more than 50% of the width of the existing roof slope on which they would sit. The front face of the dormer windows would be set 0.5 metres above the height of the eaves. The roof of the dormer windows would be set down by 1 metre.

8.6 Whilst the proposed dormer windows would only be set-in by 0.6 metre from the boundary between the properties, there would be 1.2 metre separation distance between the proposed dormer windows which is considered to be sufficient to provide visual separation. The

dormer windows would appear to line through with the existing windows at first floor level. The design of the proposed dormer windows is therefore considered to comply with the design guidance set out in guideline EX34 of The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document, January 2010.

- 8.7 Turning to the proposed rooflights, there would be 4 no. rooflights (2 no. per property) in the front roof slope, and 2 no. rooflights (1 no. per property) in the rear roof slope. The submitted sectional drawing shows that the proposed rooflights would be flush fitting in the roof slope. As such they would not protrude beyond the roofplane and would not constitute intrusive features which would adversely impact upon the visual appearance of the roof. They would therefore be acceptable in design terms and would comply with Policy EN1 of The Adopted Local Plan for Slough 2004 and Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.
- 8.8 Whilst the proposal is situated outside of the Sussex Place/Clifton Road Conservation Area, the proposal is considered to be acceptable in design terms and would be inkeeping with the character and appearance of surrounding residential properties. The proposal would thus ensure that the setting of the Conservation Area and its character and appearance would be preserved and enhanced.
- 8.9 It is proposed to recommend a condition requiring that no part of the habitable accommodation within the converted lofts of either 46 Sussex Place or 48 Sussex Place shall be occupied until such time as the hip to gable enlargements of both 46 Sussex Place and 48 Sussex Place have been substantially completed. This is to ensure that the hip to gable enlargements to both properties are carried out in conjunction with one another so as not to result in an unbalancing of the pair of semi-detached properties. Circular 11/95 *The Use of Conditions in Planning Permissions* advises that conditions requiring that a particular element of a scheme is secured by a particular stage can be applied when this is considered necessary. For the above reason such a condition is considered necessary in this instance. The properties are under the applicant's control and it is therefore considered that such a condition would be reasonable.
- 8.10 The proposed design and potential impact on the setting of the Sussex Place/Clifton Road Conservation Area would comply with Policies EN1, EN2 and H15 of The Adopted Local Plan for Slough 2004; Core Policies 8 and 9 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; and PPS1 and PPS5.

9.0 **Impact on Neighbour Amenity**

- 9.1 The concerns raised by the neighbouring occupier regarding loss of light, overshadowing and loss of privacy are noted. With regard to loss of light, is it not considered that the proposed change in the shape of the roof would give rise to a significant impact on light provision to existing flank wall windows when the existing relationship between numbers 46-48 Sussex Place and the neighbouring properties numbers 44 and 50 Sussex Place is considered.
- 9.2 The separation distance between the flank wall of number 48 Sussex Place and number 50 Sussex Place to the east is 1.5 metres. The separation distance between the flank wall of number 46 Sussex Place and number 44 Sussex Place to the west is 2 metres. As a result, the 45 degree vertical plane from the sill level of ground and first floor windows in the side elevations of neighbouring properties appears to have already been breached by the flank walls of numbers 46 and 48 Sussex Place respectively. Given this existing relationship, the proposed change to the shape of the roof is not considered to result in undue detriment by reason of loss of light or overshadowing.
- 9.3 Furthermore, the proposed dormer windows would be set 2.6 metres in from the side elevations facing the neighbouring properties. The proposed dormer windows would therefore not be in such close proximity to the neighbouring properties that they would have the potential to give rise to overshadowing or loss of light.
- 9.4 Turning to the potential for overlooking, the proposed dormer windows would serve bedrooms. Whilst it is acknowledged that there might be the potential for the overlooking of neighbouring rear gardens to occur from the proposed dormer windows, views would be mainly out over the rear gardens of the host properties. Whilst the concern relating to the elevated position of the proposed dormer windows is noted, any overlooking arising from them would not be considered to constitute a significant exacerbation of the existing situation in terms of the current views from first floor rear windows.
- 9.5 The proposal would thus comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy H15 of The Adopted Local Plan for Slough 2004, and PPS1.

## 10.0 **Traffic and Highways**

- 10.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations,

thereby reducing the need to travel.

- 10.2 The site is considered to be located within walking distance of the Town Centre, and the nearest bus stop is situated on Sussex Place to the east.
- 10.3 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 10.4 In the case of a property comprising four or more bedrooms, the adopted parking standards require that 3 no. parking spaces be provided on site. Guidelines contained within The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document do however allow for a relaxation of the parking standard where it is considered a site has good access to public transport services.
- 10.5 The dimensions of parking spaces should be a minimum of 2.4 metres in width, by 4.8 metres in depth. The submitted site plan shows that 4 no. spaces would be provided per property; however based on the adopted parking standards, this would be considered an oversupply. In addition, the submitted site plan shows that one space per property would be orientated running parallel to the road. Such an arrangement is generally considered unacceptable as it can result in vehicle turning and manoeuvring taking place on the footway which could be detrimental to pedestrian safety and convenience.
- 10.6 Whilst there would not appear to be sufficient room to the front of the properties to provide a 1 metre wide pedestrian entry, it is considered that the provision of 3 no. parking spaces would be appropriate in this location taking account of the number of bedrooms proposed. It is therefore proposed to attach a condition requiring that 3 no. parking spaces be provided on site in conjunction with the proposed development.
- 11.0 **Summary**
- 11.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments made by neighbouring residents, and all other relevant material considerations.
- 11.2 It is recommended that the application be approved with conditions.

### **PART C: RECOMMENDATION**

- 12.0 Recommendation
- 12.1 Approve with conditions.

### **PART D: LIST OF CONDITIONS**

#### CONDITIONS:

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

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

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

(a) Drawing Title. Proposed loft conversion with dormer window, Dated 05/12/2011 A, Recd On 13/01/2012

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

3. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

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

4. The bathroom windows in the east and west flank wall elevations of the development hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m internal floor height) only.

REASON To minimise any loss of privacy to adjoining occupiers

in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

5. No windows, other than those hereby approved, shall be formed at second floor level in the east and west flank wall elevation of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

6. Prior to the development hereby approved first being brought into use, 3 no. parking spaces shall be provided on site and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004.

7. No part of the habitable accommodation within the converted lofts of either 46 Sussex Place or 48 Sussex Place shall be occupied until such time as the hip to gable enlargements of both 46 Sussex Place and 48 Sussex Place as shown on deposited plan titled 'proposed loft conversion with dormer window' dated 05/12/2011 A have been substantially completed.

REASON In the interests of the visual amenity of the area and to ensure that the hip to gable enlargements hereby approved are not implemented in part which would result in the semi-detached properties appearing unbalanced in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004 and Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

#### INFORMATIVES:

1. For the avoidance of doubt, the habitable accommodation referred to in condition 7 includes 'bedroom 4', 'bedroom 5' and the 'bathroom' within the proposed loft floors of both 46 Sussex Place and 48 Sussex Place.
2. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1, EN2, H15 and T2 of The Adopted Local Plan for

Slough 2004 and Core Policies 7, 8 and 9 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.



# **PLANNING COMMITTEE** **27<sup>th</sup> February 2012**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS PRESENTED TO MEMBERS

**AGENDA ITEM 4**  
**P/01913/007 – 9-10, Chapel Street, Slough**

This application has been withdrawn by the Applicant.

**AGENDA ITEM 5**  
**P/14685/001 – 46-48, Sussex Place, Slough**

A further representation has been received from the occupier of 44 Sussex Place.

The occupier has advised that they have now installed solar panels (as referred to in their letter previous of objection) and considers that they would be adversely affected if they are under shadow from an elevated flank wall at number 46 Sussex Place as per the planning application. A copy of an installation certificate has been provided.

Response: It is noted that the solar panels previously referred to have now been installed. Whilst the potential impact on the living conditions of a neighbouring occupier is a material planning consideration, it is not considered that the potential impact on the operation or efficiency of domestic micro-renewables neighbouring an application site is a material planning consideration.

In any event, no evidence has been provided to demonstrate that the proposed alterations to the roof would in fact give rise to an adverse impact on the efficiency of the solar panels. The neighbour's property benefits from an open southern aspect, which would appear to allow for unobstructed sunlight to come down from above throughout the day. It is therefore not considered that the proposal would be likely to adversely impact on their operation.

**NO CHANGE TO RECOMMENDATION**

**AGENDA ITEM 6**  
**S/00680/001 – 23, Mansel Close, Slough**

For reasons of clarity the description of the proposal is changed to:

**ERECTION OF A TWO STOREY THREE BEDROOM ATTACHED DWELLING INCORPORATING A SINGLE STOREY SIDE AND REAR PROJECTIONS WITH PITCHED ROOFS AND SINGLE STOREY REAR EXTENSION TO NO. 23 MANSEL CLOSE WITH A MONO PITCHED ROOF AND PROVISION OF 2 NO. CAR PARKING BAYS ON THE OPEN GRASS AREA OPPOSITE THE SITE**

One further letter of objection received from the occupiers of 24 Mansel Close.

- *The use of garden space for new housing and green land for car parking is fundamentally out of keeping with the estate's design heritage*

Response: The provision of an attached house of similar proportions and design to the existing terrace would not detract from the overall design and character of the estate. The provision of a single attached house retains a reasonable degree of openness which is characteristic of corner sites within this part of the Wexham Court estate.

- *The Council has already approved construction of additional housing on the original car parks that were designed for the area. If the new house at no. 23 is also approved and built there is likely to be further pressure on traffic flow and increased pressure for residents to park their cars on the road.*

Response: The release of land at one of the 2 no. garage courts in Mansel Close, for the construction of two pairs of semi detached houses, reflected its underutilisation for parking. In traffic terms 4 no. houses would generate less traffic than its previous use as a garage court and as such an objection on traffic terms could not have been sustained. The site also provided much need affordable housing and forms part of a wider garage court strategy across Slough. In traffic terms, one additional house as is now proposed adjacent to no. 23 Mansel Close would not be material to the determination of this application. Parking is being provided in accordance with the Council's approved parking standards.

- *Two of the proposed parking spaces are stated as being located on an adjacent grass verge. The proposed location for the parking spaces is on grassland opposite the property. It is fundamentally misleading to describe this land as and "adjacent verge" in the planning application.*

Response: Noted. The description is amended as set out above.

- *The land forms a small park that is an original planned feature of the area (ref: Borough of Slough, drawing number H3/640/30 – 22/10/54 Layout of Wexham Court Farm estate). The park includes two mature oak trees. My children and the children of other residents extensively use it as play area. I and other residents also value the park as a resource for its visual quality and the range of wild life that it attracts, including at various times of the year less common species like woodpeckers and little owls.*

*The grass and oak trees pre-date the construction of the estate on farmland in the 1950s. they were intentionally included to, "enhance the amenities" in the original design of the estate, which, with considerable vision, aimed to have "restricted vehicular access", prioritized pedestrian routes, open spaces, spaciousness and open outlook (Ref Slough Borough Council post war housing plan cited in the Slough Observer 24th Dec 1943 p7)*

*As such the proposed housing and car parking spaces are not in keeping with the architecture or landscaping of the area. Some of the land has already been lost to parking. No further degradation of the green space should be permitted.*

Response: Whilst the original objectives behind the estate design are to be applauded, change is inevitable over time, with growing pressures for housing and people's aspirations for larger houses. What is important is how such change is managed and controlled. In this particular instance, it is considered that the provision of a suitably proportioned and designed attached house, which does not unbalance the symmetry or appearance of the existing terrace and maintains a reasonable degree of openness on this corner site is not harmful to the character of the area. The proposals do involve a further modest take up of the green area, through extension to the existing parking court, but does not involve the loss of any trees neither does it render the open space non functional nor significantly detract from its visual quality.

- *However, if the application is approved it should be amended to require: Number 23 and the new property to use a form of paving block for car parking that allows grass to grow through it at the front of both properties.*

*Any designated parking to be constructed using grass block concrete pavers or similar.*

Response: Such paving is not always successful and can look unsightly if not properly maintained. Rather the preference would be to secure a mixed hard surface/soft landscaped parking area to the frontages of the existing and proposed houses through an appropriate landscaping condition.

## **NO CHANGE TO RECOMMENDATION**

**AGENDA ITEM 7**

**P/15086/000 –9-12, Kingfisher Court, Farnham Road, Slough**

**NO CHANGE TO RECOMMENDATION**

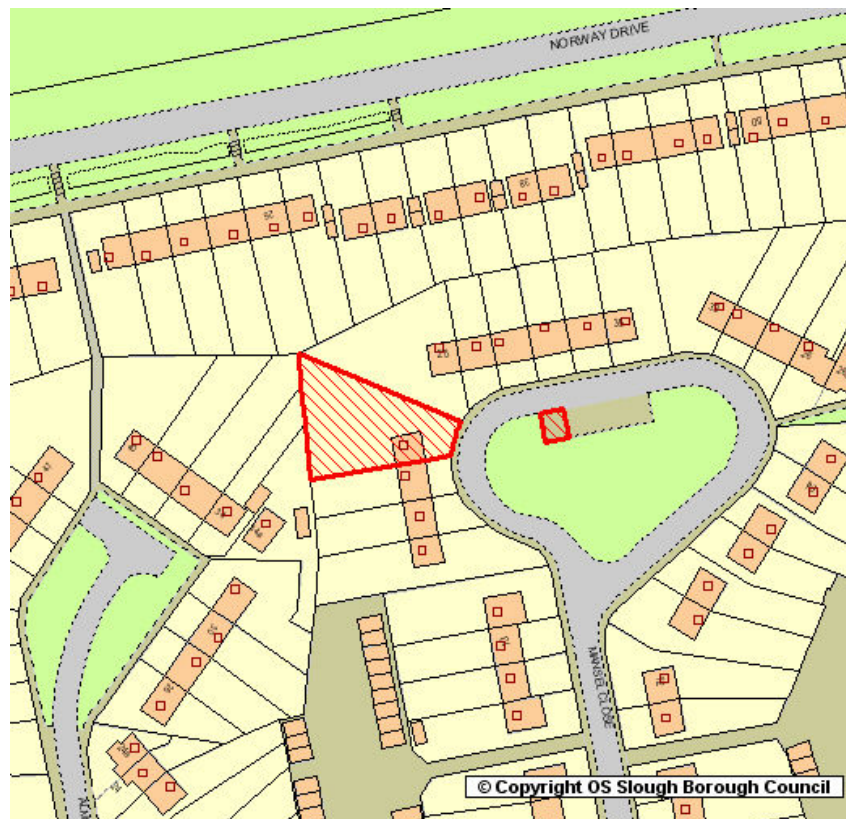
**AGENDA ITEM 8**

**P/04489/004 – 8, Buckingham Avenue, Slough**

**NO CHANGE TO RECOMMENDATION**

Registration Date:	20-Dec-2011	Applic. No:	S/00680/001
Officer:	Mr Smyth	Ward:	Wexham Lea
		Applic type:	13 week date:
Applicant:	Slough Borough Council		
Agent:	Mr. David Ciccone, Robinson Kenning & Gallagher Unit K, Lombard Business Park, 20-26 Purley Way, Croydon, Surrey, CR0 3JP		
Location:	23, Mansel Close, Slough, SL2 5UG		
Proposal:	ERECTION OF A TWO STOREY THREE BEDROOM ATTACHED DWELLING INCORPORATING A SINGLE STOREY SIDE AND REAR PROJECTIONS WITH PITCHED ROOFS AND SINGLE STOREY REAR TO NO. 23 MANSEL CLOSE WITH A MONO PITCHED ROOF, LAYING OUT OF 2 NO. CAR PARKING SPACES WITHIN ADJACENT GRASS VERGE		

**Recommendation:** Approve, subject to conditions.



**S/00680/001**

**1.0 SUMMARY OF RECOMMENDATION**

- 1.1 This is a Borough Council application, which is normally determined under the scheme of delegation. However, because an objection has been received from Wexham Court Parish Council, the application is referred to this Committee for decision.
- 1.2 Having considered the relevant Policies below, the development is considered to have no adverse affect on the sustainability and the environment for the reasons set out below and is therefore recommended for approval, with conditions.

**PART A: BACKGROUND**

**2.0 Proposal**

- 2.1 This is a proposal for the erection of a two storey three bedroom attached dwelling incorporating a single storey side and rear projections with pitched roofs and single storey rear extension to no. 23 Mansel Close with a mono pitched roof, and the laying out of 2 no. car parking spaces within adjacent grass verge.
- 2.2 The main part of the proposed house measures 5m wide X 8.9m deep. In addition there is a single storey projection to the side at ground floor level, tapering from 1.5m across the frontage to 3.6m at the rear. This protrusion is set back from the front main wall of the house by 2.5m. This part of the house is designed with a gable end. The main house lines through with the central part of the terrace and maintains the central ridge line.
- 2.3 The single storey rear expansion which also spans 23 Mansel Close measures 3.8m high to the top of the monopitch roof and is 3m deep.
- 2.4 Both houses have or retain a 13m deep rear garden, each incorporating a shed and cycle store.
- 2.5 One car parking space is retained within the front garden of the existing house utilising the existing vehicle crossover and a further on site car parking space is provided to the front of the proposed house requiring a separate vehicular crossing. Two further parking spaces are proposed within the amenity area opposite the site, by extending the existing parking court.
- 2.6 The house is designed for occupation by a disabled person and is DDA compliant.

### 3.0 **Application Site**

3.1 The site comprises part of the side and rear garden belonging to 23 Mansel Close which occupies a wide and spacious corner plot at the end of a cul de sac. The existing terrace is characterised by a central terrace of two properties with a front gabled property at either end creating the “book ends” effect. The site is situated on the Wexham Court Estate which is typically a post war municipal housing estate, characterised predominantly by short terraces of housing with varying open breaks between. Incidental areas of amenity space are characteristic of this estate, helping to break up an otherwise dense residential area.

### 4.0 **Site History**

4.1 A previous planning application reference S/00680/000 was submitted for “*erection of a two storey, 5 bedroom dwelling with rooms in roof space served by front and rear dormer windows with associated parking and boundary treatments following demolition of existing stores*”, spanning part of the rear gardens of both 23 & 25 Mansel Close. This was withdrawn on 14<sup>th</sup> November 2011.

### 5.0 **Neighbour Notification**

5.1 14, 16, 18, 20, 22, 23, 24, 25, 26, Mansel Close  
Slough  
SL2 5UG

30, 32, 34, 36, Norway Drive  
Slough  
SL2 5QW

34, 34a, 36, Almons Way  
Slough  
SL2 5UE

#### **NO OBJECTIONS RECEIVED**

Re –notification of neighbours following submission of amendments to single storey side projection, removing splayed wall and replacing with a stepped design. Consultation period expires on 14<sup>th</sup> February 2012. Any objections will be reported on the Amendment Sheet.

### 6.0 **Consultation**

6.1 Wexham Court Parish Council, 44, Norway Drive, Slough  
**SL2 5QW:**

Object on the following grounds:

- *It would constitute overdevelopment, and would alter the street scene and be detrimental to the visual skyline and the character of the area.*

Response: Not agreed. The design of the main house would reflect the character of the existing terrace. At its closest point the new house will be 7 metres from the flank wall of the existing house at 25 Mansel Close. At first floor level at its furthest point there will be a separation distance of 17 metres maintained. This will retain a sufficient open break between existing and proposed houses on this corner site.

- *It would cause loss of available natural light, and would overlook neighbouring properties and gardens to the sides and rear thus encroaching on their privacy.*

Response: There are no issues of overlooking or loss of light for neighbouring properties

- *This type of development exacerbates existing problems in relation to the lack of available parking space for the potential number of residents occupying the area.*

Response: On the basis that the 2 no. parking spaces are being provided on the neighbouring amenity area, by extending the existing parking court and are to be assigned by means of a planning condition and on the basis that the balance of one car parking space for each of the existing and proposed dwellings is provided on site, no objections are raised on grounds of parking.

- *The existing open space between neighbouring properties would be lost (a local feature which is currently enjoyed by Wexham Court residents).*

Response: The proposals would not result in the loss of the open break between the existing and proposed dwellings a gap of between 7 metres to the front and 17 metres to the rear (at first floor level) would be retained.

- *The remaining open garden space would be minimalised.*

Response: The rear amenity space to serve both the existing and proposed houses would comply with the Council's approved guidelines.

- *Large developments of this type adversely affect the water table and place an unacceptable additional burden on domestic services (water, sewers, etc.) which are already overstretched.*

Response: No issues are raised regarding surface water drainage and demand for other services would not be grounds



to warrant a refusal of planning permission being given.

*Large developments such as this planning application are not in the best interests of the Wexham Court Estate since they are not in keeping with the character of the neighbourhood and are damaging to the overall appearance of the area.*

*The Local Plan for Slough and SBC's Planning Policy Guidelines take into account the requirements of neighbourhoods such as Wexham by applying various Policies to prevent overdevelopment and loss of amenity space. These Policies should therefore be fully applied to this application.*

*Please formally register Wexham Court Parish Council's objections to this application.*

*As the Local Authority for the Wexham Court area we hereby formally request that, in the event that this application is approved despite our objections, a condition should be applied that the property can only be used as a single family dwelling and not subdivided or used for multiple occupation.*

## 6.2 Highways/Transport

Comments were previously made by the Council's transport/highway engineers raising no objections subject to a redesign of the proposed vehicle crossovers.

Whilst the current proposals differ to those upon which the engineers previously commented, some concerns are still expressed regarding the arrangements for on site car parking, the need for a centralised 4 metre wide vehicle crossover to serve both the existing and proposed houses. This will necessitate an amended parking layout with some shared space to the front of both properties. Amended car parking details will be covered by planning condition.

With respect to the off site car parking, this will involve an extension to the existing parking court within the neighbouring amenity area. However, as the two spaces are to be assigned rather than communal, these are to be set back further from the road frontage to avoid adopted highway land. A metre wide footpath alongside the spaces is also proposed. The need for the new spaces to be assigned will be covered by planning condition.

## 6.3 Berkshire Archaeology

This is a similar proposal to that of P/10720/005, in terms of scale and distance from the recorded archaeological site at Wexham Court and for this reason there is a condition, number 13, attached

to the permission granted for those works.

As outlined for the application P/10720/005, this site also lies within an area of high archaeological potential given the archaeological remains that have been at Wexham Court, 120m to the north. Archaeological investigation was undertaken in 2007 and as a result an excavation was carried out in 2008 prior to development. The presence of prehistoric, Roman and Saxon deposits was identified during both phases of work. The most significant discoveries comprise the finding of an Early Iron Age enclosure measuring approximately 30m x 25m across with a single internal roundhouse, and two post-built houses of Early Saxon date. The Saxon post-built hall houses are also of particular interest due to their rarity in this region.

The potential for encountering remains from different archaeological periods – prehistoric, Roman and Saxon – and phases of activity in this area is considered high. As with other developments in the immediate area, this site is likely to be associated with archaeological implications. The public benefit to undertaking such work is to make a record of the archaeology prior to its destruction by the development. As mentioned above both the Saxon and the Iron Age findings are significant in Berkshire and even more so in Slough – this is not to dismiss the potential for deposits relating to the earlier prehistoric periods, but we know very little about real potential of archaeology of that date currently.

Therefore, some archaeological mitigation is required on these proposals, to ensure preservation "by record" of any features or finds surviving below ground.

Therefore, I recommend the inclusion of the following condition in any planning permission granted to be implemented:

**Condition:**

No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (**which may comprise more than one phase of work**) in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

**Reason:**

To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

## 6.4 Thames Water

### *Waste Comments*

*Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.*

*Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)*

### *Water Comments*

*On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.*

*Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.*

## **PART B: PLANNING APPRAISAL**

### 7.0 **Policy Background**

- 7.1 This application is considered alongside:
- Planning Policy Statements 1 & 3

- Core Policies 1, 3, 4, 7 and 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.
- Policies H13, H14, H15, EN1, EN2 and T2 of the Adopted Local Plan for Slough 2004.
- Slough Local Development Framework Residential extension Guidelines Supplementary Planning Document January 2010
- Guidelines for Amenity Space Around Residential Properties 1990

7.2 The development is considered in the context of the following:

- Principle of Development
- Design and Street Scene Impact
- Impact on neighbours and Surrounding Area
- Amenity Space
- Parking
- Drainage

#### Principle of Development

7.3 The proposals to erect an attached three storey family house with a footprint of approximately 115 sq metres, with access to a private rear garden, complies with the requirements of Core Policies 1 and 4 and falls within the definition of a “family house” as set out in the Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008.

#### Design and Street Scene Impact

7.4 The appearance the proposed house is an attached house which maintains the front building line and consistent ridge height. The design and proportions would relate reasonably well to the existing terrace. The proposed house would be marginally less wide than the existing houses, 5.0 m wide compared to the existing houses which dimension 5.5m wide, however, this would not be perceivable when viewed from the general street.

7.5 Whilst the proposals would result in a greater degree of enclosure on this prominent corner site and whilst substantial open breaks are a feature within this part of the Wexham Court estate, it is not considered that the degree of enclosure is so great as to significantly detract from the character and appearance of the general street scene. A gap of between 7 metres to the front and 17 metres to the rear (at first floor level) would be retained.

7.6 No objections are raised on grounds of design and street scene impact in relation to PPS 1, PPS 3, Core Policy 8 of the Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and Policy EN1 of

the Adopted Local Plan for Slough 2004.

#### Impact on neighbours and Surrounding Area

- 7.7 Given the separation distances between the existing and proposed houses the proposals will not result in any adverse impact on the amenities of neighbouring residential occupiers. The depth of the single storey rear extension to no. 23 Mansel Close will have a depth of 3 metres and a maximum height of 3.7m, which complies with guidelines.
- 7.8 No objections are raised on grounds of impact on neighbours or surrounding are in relation to Core Policy 8 of the Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004 or the Slough Local Development Framework Residential extension Guidelines Supplementary Planning Document January 2010.

#### Amenity Space

- 7.9 Both existing and proposed houses retain a 13m deep rear garden, each incorporating a shed and cycle store. The amenity space is fully usable and generally reflect the nature and character of other gardens within the immediate area.
- 7.10 Amenity space levels comply with the Council's approved guidelines for the provision of amenity space around residential properties in relation to Policy H14 of the adopted Local Plan for Slough 2004 and the Council's Guidelines for the Provision of Amenity Space Around Residential Properties 1990.

#### Parking

- 7.11 Whilst the current proposals differ to those upon which the engineers previously commented, some concerns are still expressed regarding the arrangements for on site car parking, the need for a centralised 4 metre wide vehicle crossover to serve both the existing and proposed houses. This will necessitate an amended parking layout with some shared space to the front of both properties. Amended car parking details will be covered by planning condition.
- 7.12 With respect to the off site car parking, this will involve an extension to the existing parking court within the neighbouring amenity area. However, as the two spaces are to be assigned rather than communal, these are to be set back further from the road frontage to avoid adopted highway land. A metre wide footpath alongside the spaces is also proposed. The need for the new spaces to be assigned will be covered by planning condition.

- 7.13 Subject to the imposition of appropriate conditions no objections are raised on grounds of parking in relation to Core Policy 7 of the Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 nor Policy T2 of the Adopted Local Plan for Slough 2004

Drainage

- 7.14 Foul drainage will be by connection to the existing foul sewer. The site is not located within a flood zone and permeable paving will be used in connection with surface water disposal.
- 7.15 No objections are raised with respect to flooding/surface water drainage subject to the use of SUDs in relation to PPS 25.

**PART C: RECOMMENDATION**

- 8.0 Recommendation

**Approve with conditions**

Condition(s)

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

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

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

- (a) Drawing No. 11-3307-TP101, Revision B, Dated December 2011 Received 20th December 2011
- (b) Drawing No. 11-3307-TP102, Revision A, Dated December 2011, Received 9th December 2011
- (c) Drawing No. 11-3307-TP103, Revision A, Dated December 2011, Received 7th December 2011
- (d) Drawing No. 11-3307-TP104, Revision A, Dated December 2011, Received 9th December 2011
- (e) Drawing No. 11-3307-TP105, Revision A, Dated December 2011, Received 9th December 2011
- (f) Drawing No. 11-3307-TP106, , Dated December 2011, Received 7th December 2011

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

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

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

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

5. No window(s), other than those hereby approved, shall be formed in the north or south facing flank wall elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

6. No development shall commence until details of the proposed bin and cycle stores (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

7. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

8. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

9. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Adopted Local Plan for Slough 2004.

10. During the demolition stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.

REASON To prevent the formation and spread of dust in the



interests of air quality and to accord with Policy EN29 of The Adopted Local Plan for Slough 2004.

11. During the demolition phase of the development hereby permitted, no work shall be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Adopted Local Plan for Slough 2004.

12. Notwithstanding the deposited plan as hereby approved and prior to commencement of development, a revised car parking layout for the existing and proposed houses which shall include a centralised 4 metre wide vehicle crossover serving both properties, shall be submitted to and approved in writing by the Local Planning authority. The scheme for parking and manoeuvring as approved shall be laid out prior to the initial occupation of the development hereby permitted and shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, and to ensure adequate car parking to serve the development in accordance with Core Policy 7 of the Local Development Framework Core Strategy (2006 – 2026) development plan Document December 2008

13. Notwithstanding the deposited plan as hereby approved and prior to commencement of development, a revised car parking layout for 2 off site car parking spaces shall be submitted to and approved in writing by the Local Planning authority. 1 no. car parking space shall be assigned for use only by the occupiers of 23 Mansell Close and the other 1 no. space is to be assigned to the occupiers of the new dwelling as hereby approved. Appropriate measures shall be taken to ensure that these car parking spaces are retained for such use at all times to the satisfaction of the local planning authority. The scheme for parking and manoeuvring as approved shall be laid out prior to the initial occupation of the development hereby permitted and shall not thereafter be used for any other purpose.

Reason: To ensure adequate parking to serve the proposed development and in the interests of general highway safety in accordance with Core Policy 7 of the Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and T2 of the Adopted Local Plan for

Slough.

14. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction working hours, hours during the construction phase when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

15. Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority. The construction management plan and programme shall include details of the following:

- Details of contractor parking available
- A strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON: So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

16. No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a

written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough in accordance with PPG 16.

17. The development shall not be occupied until the existing access(s) to the site have been stopped up and abandoned and the footway and verge crossing reinstated in accordance with the details to be agreed in writing by the Local Planning Authority.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

18. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

#### Informative(s)

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
3. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

4. Prior to commencing works the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
5. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
6. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- Planning Policy Statement 1, Planning Policy Statement 3, Core Policies 4, 7 and 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policies, H13, H14 EN1 EN2, and T2 of the Adopted local Plan for Slough 2004.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

# **PLANNING COMMITTEE** **27<sup>th</sup> February 2012**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS PRESENTED TO MEMBERS

**AGENDA ITEM 4**  
**P/01913/007 – 9-10, Chapel Street, Slough**

**This application has been withdrawn by the Applicant.**

**AGENDA ITEM 5**  
**P/14685/001 – 46-48, Sussex Place, Slough**

A further representation has been received from the occupier of 44 Sussex Place.

The occupier has advised that they have now installed solar panels (as referred to in their letter previous of objection) and considers that they would be adversely affected if they are under shadow from an elevated flank wall at number 46 Sussex Place as per the planning application. A copy of an installation certificate has been provided.

Response: It is noted that the solar panels previously referred to have now been installed. Whilst the potential impact on the living conditions of a neighbouring occupier is a material planning consideration, it is not considered that the potential impact on the operation or efficiency of domestic micro-renewables neighbouring an application site is a material planning consideration.

In any event, no evidence has been provided to demonstrate that the proposed alterations to the roof would in fact give rise to an adverse impact on the efficiency of the solar panels. The neighbour's property benefits from an open southern aspect, which would appear to allow for unobstructed sunlight to come down from above throughout the day. It is therefore not considered that the proposal would be likely to adversely impact on their operation.

**NO CHANGE TO RECOMMENDATION**

**AGENDA ITEM 6**  
**S/00680/001 – 23, Mansel Close, Slough**

For reasons of clarity the description of the proposal is changed to:

**ERECTION OF A TWO STOREY THREE BEDROOM ATTACHED DWELLING INCORPORATING A SINGLE STOREY SIDE AND REAR PROJECTIONS WITH PITCHED ROOFS AND SINGLE STOREY REAR EXTENSION TO NO. 23 MANSEL CLOSE WITH A MONO PITCHED ROOF AND PROVISION OF 2 NO. CAR PARKING BAYS ON THE OPEN GRASS AREA OPPOSITE THE SITE**

One further letter of objection received from the occupiers of 24 Mansel Close.

- *The use of garden space for new housing and green land for car parking is fundamentally out of keeping with the estate's design heritage*

Response: The provision of an attached house of similar proportions and design to the existing terrace would not detract from the overall design and character of the estate. The provision of a single attached house retains a reasonable degree of openness which is characteristic of corner sites within this part of the Wexham Court estate.

- *The Council has already approved construction of additional housing on the original car parks that were designed for the area. If the new house at no. 23 is also approved and built there is likely to be further pressure on traffic flow and increased pressure for residents to park their cars on the road.*

Response: The release of land at one of the 2 no. garage courts in Mansel Close, for the construction of two pairs of semi detached houses, reflected its underutilisation for parking. In traffic terms 4 no. houses would generate less traffic than its previous use as a garage court and as such an objection on traffic terms could not have been sustained. The site also provided much need affordable housing and forms part of a wider garage court strategy across Slough. In traffic terms, one additional house as is now proposed adjacent to no. 23 Mansel Close would not be material to the determination of this application. Parking is being provided in accordance with the Council's approved parking standards.

- *Two of the proposed parking spaces are stated as being located on an adjacent grass verge. The proposed location for the parking spaces is on grassland opposite the property. It is fundamentally misleading to describe this land as and "adjacent verge" in the planning application.*

Response: Noted. The description is amended as set out above.

- *The land forms a small park that is an original planned feature of the area (ref: Borough of Slough, drawing number H3/640/30 – 22/10/54 Layout of Wexham Court Farm estate). The park includes two mature oak trees. My children and the children of other residents extensively use it as play area. I and other residents also value the park as a resource for its visual quality and the range of wild life that it attracts, including at various times of the year less common species like woodpeckers and little owls.*

*The grass and oak trees pre-date the construction of the estate on farmland in the 1950s. they were intentionally included to, "enhance the amenities" in the original design of the estate, which, with considerable vision, aimed to have "restricted vehicular access", prioritized pedestrian routes, open spaces, spaciousness and open outlook (Ref Slough Borough Council post war housing plan cited in the Slough Observer 24th Dec 1943 p7)*

*As such the proposed housing and car parking spaces are not in keeping with the architecture or landscaping of the area. Some of the land has already been lost to parking. No further degradation of the green space should be permitted.*

Response: Whilst the original objectives behind the estate design are to be applauded, change is inevitable over time, with growing pressures for housing and people's aspirations for larger houses. What is important is how such change is managed and controlled. In this particular instance, it is considered that the provision of a suitably proportioned and designed attached house, which does not unbalance the symmetry or appearance of the existing terrace and maintains a reasonable degree of openness on this corner site is not harmful to the character of the area. The proposals do involve a further modest take up of the green area, through extension to the existing parking court, but does not involve the loss of any trees neither does it render the open space non functional nor significantly detract from its visual quality.

- *However, if the application is approved it should be amended to require: Number 23 and the new property to use a form of paving block for car parking that allows grass to grow through it at the front of both properties.*

*Any designated parking to be constructed using grass block concrete pavers or similar.*

Response: Such paving is not always successful and can look unsightly if not properly maintained. Rather the preference would be to secure a mixed hard surface/soft landscaped parking area to the frontages of the existing and proposed houses through an appropriate landscaping condition.

## **NO CHANGE TO RECOMMENDATION**

**AGENDA ITEM 7**

**P/15086/000 –9-12, Kingfisher Court, Farnham Road, Slough**

**NO CHANGE TO RECOMMENDATION**

**AGENDA ITEM 8**

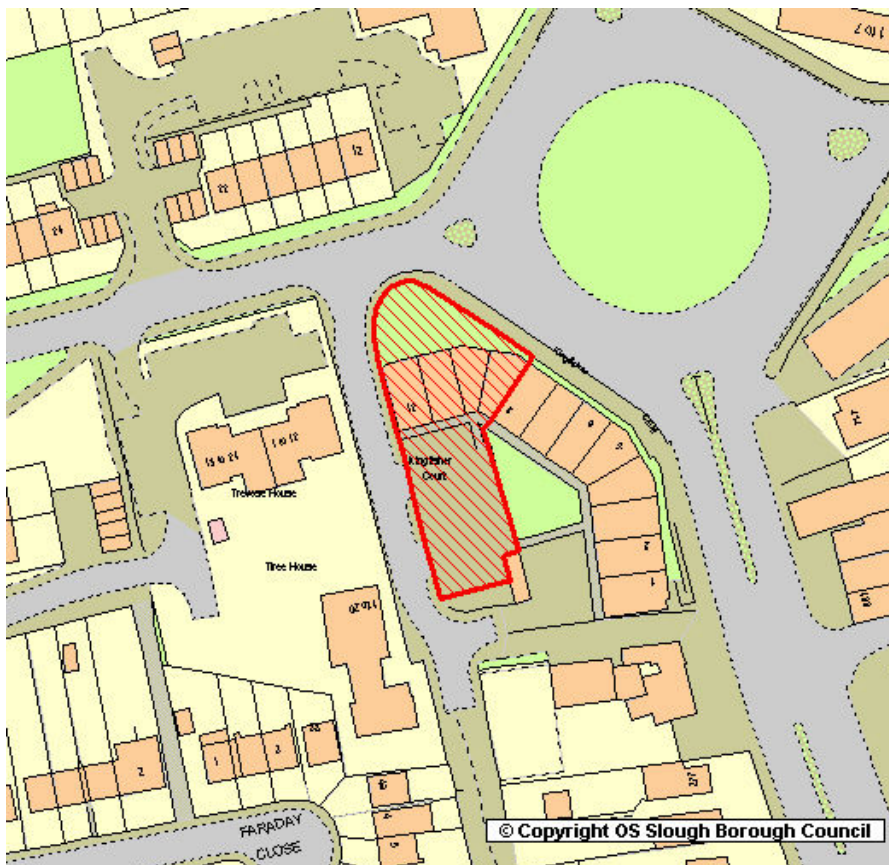
**P/04489/004 – 8, Buckingham Avenue, Slough**

**NO CHANGE TO RECOMMENDATION**



Registration Date:	12-May-2011	Applic. No:	P/15086/000
Officer:	Mr. J. Dymond	Ward:	Farnham
		Applic type:	<b>Major</b>
		13 week date:	<b>11th August 2011</b>
Applicant:	Mr. K Randhawa		
Agent:	Mr. R Soundry, CSK Architects 93a, High Street, Eton, Windsor, Berkshire, SL4 6AF		
Location:	9-12, Kingfisher Court, Farnham Road, Slough, Berks, SL2 1JF		
Proposal:	CHANGE OF USE OF EXISTING OFFICES (CLASS B1) TO 6 NO. ONE BEDROOM FLATS AND 6 NO. TWO BEDROOM FLATS (CLASS C3) INCLUDING THE ADDITION OF BALCONIES TO REAR ELEVATION AND THE ADDITION OF A DORMER WINDOW TO SIDE ELEVATION, WITH ASSOCIATED LANDSCAPING AND BIN STORAGE, CAR PARKING AND CYCLE STORAGE TO REAR AND 1 NO. DISABLED PARKING SPACE TO FRONT (ACCESSED FROM SERVICE ROAD).		

**Recommendation: Approve subject to Conditions**



## **P/15086**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 This application was reported to the 2nd August 2011 Planning Committee for consideration as the application is for a Major Development. A copy of the report presented to the 2nd August 2011 Planning Committee and the associated Amendments Sheet is attached for information.
- 1.2 It was recommended that the application be approved subject to conditions; however Members resolved to delegate the decision to the Head of Planning Policy and Projects to resolve parking provision and management, and the submission of amended drawing to indicate amended parking lay-out and changes to gated access was requested.
- 1.3 An amended plan was received on 19th December 2011. This plan shows an additional proposed parking space to the front of the building, outside of unit 12.
- 1.4 This report will focus solely on the assessment of the proposed parking space to the front of the building as shown on the amended plan received on 19th December 2011 and should therefore be read in conjunction with the previous officer report.
- 1.5 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be **approved** subject to conditions.

### **PART A: BACKGROUND**

#### **2.0 Proposal**

- 2.1 This is full planning application for the change of use of part of the existing building from B1(a) offices to 6 no. one bedroom, and 6 no. two bedroom flats.
- 2.2 The external appearance of the building would remain as existing, save for the addition of balconies to the rear elevation, and the addition of a dormer window to the western hipped roof slope. Internal alterations would also be carried out.

- 2.3 Part of the existing ground floor car park would be developed to provide amenity space as a setting for the building, and the remainder would be laid out to provide 18 no. communal parking spaces for use by future occupiers of the proposed flats.
- 2.4 Cycle storage facilities would also be provided for use by occupiers of the proposed flats on the ground floor, along with a refuse storage area. The existing landscaped area to the front of the building adjacent to the roundabout would be retained in part.
- 2.5 It is proposed to retain the existing separate entrance to the basement car park.
- 2.6 The proposed development has been amended to include the provision of 1 no. parking space to the front of the building, outside of unit 12, which would be accessed from the rear service road.

### 3.0 **Application Site**

- 3.1 Kingfisher Court is a three storey building of some 3000 square metres in floor area, located in a prominent position adjacent to the roundabout on the corner of Farnham Road and Northborough Road. The application relates to the western part of the building, units 9-12, which have a gross internal floor area of 679.8 square metres. The building has buff brick elevations with aluminium windows under a hipped pitched slate roof. There are pitched roof canopies above the doors on the front elevation of the building.
- 3.2 The building presents a continuous curved elevation to Northborough Road and Farnham Road. To the north of the site, on the opposite side of Northborough Road, there is a terrace of six two storey properties. To the west of Kingfisher Court is Trevoise House, which is a three storey building comprising flats. The separation distance between the eastern flank wall of Trevoise House and the western flank wall of Kingfisher Court is 11.6 metres. The service road providing access to the existing Kingfisher Court car park and the rear service yards of 271 – 279 Farnham Road separates Trevoise House and Kingfisher Court. Tيرة House is located to the south west.
- 3.3 Turning to the neighbouring Kingfisher Court units, permission has been granted for the change of use of unit 5 from an office to a D1 surgery in 2007 under application reference P/1935/34. Permission has also been granted for unit 2 from an office to a D1 education establishment in 2005 under application P/13453. These units are understood to be currently occupied on occupational business leases and are used for the above purposes. The other units (nos. 1, 3, 4, 6, 7, 8) remain in B1 office use, and are understood to have been vacant for around five years.

- 3.4 Of the four B1 office units the subject of this application, It is understood that only one floor of the twelve available is currently let.
- 3.5 To the south of Kingfisher Court is 279 Farnham Road, which is in use as a retail unit selling motoring parts.
- 3.6 Kingfisher Court is located outside of the Farnham Road District Shopping Centre, which is located to the south of the site.

#### 4.0 **Site History**

##### 4.1 **Recent applications relating to the site are as follows:**

P/01935/033 - ERECTION OF ADVERTISEMENT BANNER. – Approved 07-Jun-2005

P/01935/032 - ERECTION OF NEW SECURITY FENCE AND ENTRANCE GATES AT REAR. – Approved with Conditions 07-Mar-2005

P/01935/031 - ERECTION OF NEW 2M HIGH SECURITY FENCE AND GATES TO FRONT, SIDE & REAR INCLUDING REPLACEMENT OF EXISTING FRONT FENCE – Approved with Conditions 10-Aug-2004

P/01935/030 - INSTALLATION OF SATELLITE DISH – Approved with Conditions 20-May-1999

P/01935/029 - SUBMISSION OF DETAILS FOR LANDSCAPING AND REFUSE STORAGE AS PURSUANT TO CONDITIONS 03 & 07 OF P/1935/26 AND P/01935/027 DATED 31.01.89. – Approved with Conditions 22-Sep-1989

P/01935/028 - SUBMISSION OF DETAILS FOR LANDSCAPING PURSUANT TO CONDITION NO. 7 OF P/01935/021 DATED 17.06.88. – Approved with Conditions 30-Jun-1989

P/01935/027 - ERECTION OF A THREE STOREY BUILDING COMPRISING 20 NO. STUDIO FLATS. – Approved with Conditions 31-Jan-1989

P/01935/026 - ERECTION OF THREE STOREY BUILDING COMPRISING 20 NO. STUDIO FLATS. – Approved with Conditions 31-Jan-1989

P/01935/025 - ERECTION OF 15 NO. ONE BED 2-PERSON FLATS IN THREE STOREYS (AMENDED PLANS RECEIVED 04.11.88) – Approved with Conditions 09-Nov-1988

P/01935/024 - SUBMISSION OF DETAILS OF BIN STORES AS

REQUIRED BY CONDITION NO 4 OF PLANNING CONSENT  
P/01935/020 DATED 13TH OCTOBER 1987 – Approved with  
Conditions 05-Aug-1988

P/01935/023 - SUBMISSION OF DETAILS OF SOUND  
ATTENUATION AGAINST AIRCRAFT NOISE AS REQUIRED BY  
CONDITION NO5 OF PLANNING CONSENT P/1935/20 – Approved  
with Conditions 26-Feb-1988

P/01935/022 - ERECTION OF 3 STOREY DEVELOPMENT  
COMPRISING 15 NO.1 BED FLATS – Withdrawn 13-Sep-1988

P/01935/021 - ERECTION OF A 3000 SQ.M. OF OFFICES IN 12  
UNITS TOGETHER WITH ANCILLARY CAR PARKING AND REAR  
SERVICE ROAD – Approved with Conditions 17-Jun-1988

P/01935/020 - ERECTION OF 24 STUDIO FLATS(AS AMENDED  
28/09/87) – Approved with Conditions 13-Oct-1987

P/01935/019 - ERECTION OF NEW BUILDINGS TO PROVIDE 85  
RETIREMENT FLATS AND 49 CAR PARKING SPACES  
(OUTLINE) – Refusal 12-Jan-1987

P/01935/018 - ERECTION OF COMMERCIAL OFFICES  
FRONTING FARNHAM ROAD WITH REAR SERVICE ROAD  
ACCESS AND EIGHTEEN FLATS FOR SHELTERED  
ACCOMMODATION SERVED FROM FRANKLIN AVENUE  
(OUTLINE) (AS AMENDED ON 15TH DECEMBER 1986). –  
Approved with Conditions 27-May-1987

P/01935/017 - ERECTION OF A RESIDENTIAL DEVELOPMENT  
AT A DENSITY NOT EXCEEDING 65 HABITABLE ROOMS PER  
ACRE. (OUTLINE) (AS AMENDED ON 4TH SEPTEMBER 1986). –  
Approved with Conditions 21-Aug-1987

P/01935/016 - ERECTION OF 4 STOREY OFFICE BLOCK 6 NO 1  
BED AND 3 NO 2 BED FLATS AND CAR PARKING (OUTLINE) –  
Approved with Conditions 27-May-1987

P/01935/015 - DEMOLITION OF EXISTING BUILDINGS AND  
ERECTION OF A FOUR STOREY OFFICE DEVELOPMENT OF  
SMALL SUITES WITH 50 CAR PARKING SPACES AND A 3-  
STOREY BUILDING OF FLATS WITH 12 CAR PARKING SPACES  
WITH NEW SERVICE ROAD LINKS (OUTLINE) (AS AMENDED  
ON 9TH JUNE 1986). – Approved with Conditions 29-Jul-1986

P/01935/014 - DEMOLITION OF EXISTING RETAIL STORE &  
CONSTRUCTION OF NEW OFFICE BUILDING WITH ANCILLARY  
CAR PARKING. (OUTLINE) – Refused 02-Jul-1985 Appeal  
Dismissed

There are further previous applications relating to the proposed redevelopment of the site.

## 5.0 **Neighbour Notification**

- 5.1 Skylink Insurance, 279, Farnham Road, Slough, SL2 1HA, Triquestra Plc, 1 Kingfisher Court, Farnham Road, Slough, SL2 1JF, A & E Tuition Ltd, 2 Kingfisher Court, Farnham Road, Slough, SL2 1JF, 3 Kingfisher Court, Farnham Road, Slough, SL2 1JF, 16, Northborough Road, Slough, SL2 1PS, 22, Northborough Road, Slough, SL2 1PS, 7 Kingfisher Court, Farnham Road, Slough, SL2 1JF, 12, Northborough Road, Slough, SL2 1PS, 14, Northborough Road, Slough, SL2 1PS, Motorists Discount Centre, 279, Farnham Road, Slough, SL2 1HB, 20, Northborough Road, Slough, SL2 1PS, 6 Kingfisher Court, Farnham Road, Slough, SL2 1JF, Flat 4, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 5, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 6, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 7, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 1, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 2, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 3, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 12, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 8, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 9, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 10, Trevose House, Franklin Avenue, Slough, SL2 1DQ, Flat 11, Trevose House, Franklin Avenue, Slough, SL2 1DQ, 18, Northborough Road, Slough, SL2 1PS, Flat 4, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 5, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 6, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 7, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 1, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 2, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 3, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 12, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 13, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 14, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 15, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 8, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 9, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 10, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 11, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 20, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 16, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 17, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 18, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 19, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Kingfisher Court, Farnham Road, Slough, Berks, Thames Valley Police, Oxford Road, Gerrards Cross, Buckinghamshire, SL9 7AL, Rapier Plc, 4 Kingfisher Court, Farnham Road, Slough, SL2 1JF, The Dental Studio, 5 Kingfisher Court, Farnham Road, Slough, SL2 1JF

5.2 In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site on 20th May 2011, and the application was advertised in the 3rd June 2011 edition of The Slough Express.

5.3 Representations received during the initial round of consultation were reported to Members in the officer report and Amendments Sheet to the 2nd August 2011 Planning Committee which is attached to this report.

Following receipt of the amended plan on 19th December 2011, a 14 day period of reconsultation was undertaken. One letter of objection was received in connection with this reconsultation. The concerns raised are summarised as follows:

5.4 The Dental Studio – Unit 5, Kingfisher Court

1. Treatment provided to NHS patients are of specialist need. Patients are seen at intervals of 30-40 minutes and sometimes appointments can run late. Number of spaces is therefore inadequate and a minimum number of 2/3 spaces are essential.

2. Position of proposed allocated space could be potentially dangerous to patients exiting the building. Currently patients post-treatment are escorted within a closed secure environment a few feet from the premises. This ensures a safe and uneventful recovery.

By proposing spaces at the front a patient can only exit via the front after treatment. This would be haphazard and dangerous but would also frighten and disturb patients who are already phobic awaiting treatment in the waiting room.

The patient after sedation treatment can only exit via the rear of the building since the recovery exit has been designed that way to ensure safe exit to the upper mezzanine car park.

A patient who is influenced by controlled drugs post surgery would have to walk entirely around the front in order to exit. This is unsatisfactory and very dangerous.

The upper level has an important advantage for disabled patients too. Their departure both under sedation and without are dependant upon a safe and non cumbersome exit.

The Dental Clinic has provided a dedicated service to the NHS for the past ten years uneventfully serving the East Berkshire dental community. I urge the Council to reconsider this amended application in light of the essential services provided.

It has been previously suggested that the upper mezzanine should be divided to leave a small section to the right (adjacent to the outbuilding side) of 5 no. spaces, one of which would be dedicated for disabled use with a larger turning circle thus for the commercial units only. This would leave the remaining 15 no. spaces for residential use.

## **6.0 Consultation**

### **6.1 Traffic and Road Safety/Highways Development**

6.2 Following the submission of the revised plan, the proposed provision of a parking space to the front of the building was discussed with the Council's Transport Consultant.

Concern was raised that the proposed parking space would result in the loss of on-street parking on the opposite side of the rear service road where there is pressure for parking spaces locally. It was also considered that the proximity of the proposed parking space to the junction with Northborough Road would be unacceptable in terms of highway safety.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

#### National Planning Policy Statements

PPS1 – Delivering Sustainable Development  
PPS3 – Housing  
PPS4 – Planning for Sustainable Economic Growth  
PPG13 – Transport

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

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 12 – Community Safety

#### The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density



Policy H11 – Change of Use to Residential  
Policy H14 – Amenity Space  
Policy EN1 – Standard of Design  
Policy EN3 – Landscaping Requirements  
Policy EN5 – Design and Crime Prevention  
Policy T2 – Parking Restraint  
Policy T8 – Cycling Network and Facilities

#### Supplementary Planning Guidance/Documents

Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)  
Guidelines for Flat Conversions (April 1992)  
Slough Borough Council Developer's Guide Part 1-4

7.2 The main planning issues relevant to the assessment of this application are considered to be those relating to the principle of the proposed development, design, potential impact on neighbour amenity, and traffic and highway matters. These matters were assessed in the officer report presented to the 2nd August 2011 Planning Committee. A copy of this report and the associated amendments sheet is attached for information.

7.3 This report should be read in conjunction with the previous officer report. This report will therefore focus solely on the assessment of the proposed parking space to the front of the building as shown on the amended plan received on 19th December 2011.

#### 8.0 **Proposed Parking Space**

8.1 Following the 2nd August 2011 Planning Committee, the applicant has sought officer advice as to how to progress the scheme in light of the decision taken at this meeting. The amended plan under consideration was received on 19th December 2011.

8.2 The applicant's agent submits that the applicant considers the request for parking provision to be resolved to be unfounded, unlawful and ultra vires in terms of the current application for the following reasons:

- The applicant as the legal freehold owner of the site has an obligation to provide a minimum of six spaces for each business unit on the site at all times, and can alter the location of these spaces as necessary whether they are located within the basement car park or on the surface car park.
- The planning consent for the Kingfisher Court development, or the change of use of units 2 and 5 did not have any conditions relating to the provision of disabled parking.

- Both the surface carpark and the basement car park are secured by gates with a buzzer. The use of the surface car park for the residential units would not prejudice or prevent visitors who are visiting the business units from continued access to the basement car park.
- The application red line shows an acceptable level of parking for the residential units at 18 spaces. To require the identification of two disabled parking spaces within the rear gated car park in perpetuity for use by other businesses not falling within this application proposal cannot be legally secured.
- Allowing access to the general public not associated with the residential units, within the secure car park would also prejudice the security of this area and could potential encourage the unauthorised use of the car park by others.

- 8.3 The applicant also submits that they consider there to be no highway or planning policy reason which lends support for a request to secure disabled parking for others, however in seeking to resolve the matter, the provision of one parking space to the front of the building, accessed from the service road is proposed.
- 8.4 The applicant was of the view that the submission would comply with the terms of the resolution to delegate to the Head of Planning Policy and Projects. It is however noted that the minutes require the resolution of parking provision and management, submission of amended drawing to indicate amended parking lay-out and changes to gated access. As the proposal would not be strictly in accordance with the terms of this resolution, it is considered necessary to refer the proposed amendment back to the Committee for consideration.
- 8.5 The Council's Transport consultant has been consulted on the amended plan. Concerns have been raised that the proposed parking space would result in the loss of on-street parking on the opposite side of the rear service road where there is pressure for parking spaces locally. It was also considered that the proximity of the proposed parking space to the junction with Northborough Road would be unacceptable in terms of highway safety.
- 8.6 Furthermore, in planning terms, it is considered that the proximity of the proposed parking space to the windows of unit 12a at ground floor level would result in an unacceptable impact on the amenity of future occupiers of this unit by reason of noise, disturbance and light pollution from vehicles manoeuvring in and out of the proposed parking space.
- 8.7 The objection received from the occupier of unit 5, the Dental Studio, raises concerns regarding the position of the parking space to the front in terms of its suitability for use by patients who have

been sedated. Whilst it is understood that the applicant wishes to have access to a parking space to the rear of the building at ground floor level and has suggested that the car park be divided, it is considered that this is something which should be taken up with the landlord, who is the applicant.

- 8.8 As was set out in Paragraph 10.12 of the report to the 2nd August 2011 Planning Committee, the nature of the concerns raised by objectors relating to parking provision and the preferred location of parking spaces within the site are considered to be matters relating to agreements between the landlord as freeholder and tenants as leaseholders.
- 8.9 The applicant is the freeholder and controls the parking spaces at surface and basement level. There would be 94 no. spaces retained at basement level which is considered to be sufficient to meet the parking requirements of the remaining Kingfisher Court units.
- 8.10 The proposed parking space is considered to be unacceptable in planning terms as it would likely lead to a reduction in the availability of existing on-street parking, would be too close to the junction with Northborough Road and would have the potential to have an adverse impact on the amenity of future occupiers.
- 8.11 Accordingly, whilst it would appear that the applicant has sought to go some way towards adhering to the terms of the Committee resolution, officers are of the view that the proposed parking space to the front of the building should not be provided for the above reasons and a condition is recommended to this effect.
- 8.12 18 no. communal car parking spaces are proposed to the rear of the building in connection with the proposed flats. As previously assessed, this level of parking provision is considered to comply with the relevant car parking standards and would therefore accord with Policy T2 of The Adopted Local Plan for Slough 2004.
- 8.13 In addition to those conditions set out in the officer report of 2nd August 2011, a condition is recommended requiring that the proposed parking space should not be provided. The list of approved drawings is updated to include the amended plan. For the purposes of clarity, the full list of recommended conditions is set out below.

## 9.0 **Summary**

- 9.1 The proposal has been considered against relevant development plan policies, and regard has been had to the representations received from consultees and other interested parties, and all other relevant material considerations.

- 9.2 It is recommended that the application be Approved subject to Conditions.

### **PART C: RECOMMENDATION**

#### 10.0 **Recommendation**

#### 10.1 Approved with Conditions

#### 10.2 Condition(s)

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

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

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

- (a) Drawing No. 1380/P/01, Dated 05/2011, Recd On 12/05/2011
- (b) Drawing No. 1380/P/02, Dated 05/2011, Recd On 12/05/2011
- (c) Drawing No. 1380/P/03, Dated 05/2011, Recd On 12/05/2011
- (d) Drawing No. 1380/P/04, Dated 05/2011, Recd On 12/05/2011
- (e) Drawing No. 1380/P/05, Dated 05/2011, Recd On 12/05/2011
- (f) Drawing No. 1380/P/06, Dated 05/2011, Recd On 12/05/2011
- (g) Drawing No. 1380/P/07, Dated 05/2011, Recd On 12/05/2011
- (h) Drawing No. 1380/P/08, Dated 05/2011, Recd On 12/05/2011
- (i) Drawing No. 1380/P/09, Dated 05/2011, Recd On 12/05/2011
- (j) Drawing No. 1380/P/10, Dated 05/2011, Recd On 12/05/2011
- (k) Drawing No. 1380/P/11, Dated 05/2011, Recd On 12/05/2011
- (l) Drawing No. 1380/P/12, Dated 05/2011, Recd On 12/05/2011
- (m) Drawing No. 1380/P/13, Dated 05/2011, Recd On 12/05/2011
- (n) Drawing No. 1380/P/14, Dated 05/2011, Recd On 12/05/2011
- (o) Drawing No. 1380/P/15, Dated 05/2011, Recd On 12/05/2011
- (p) Drawing No. 1380/P/16, Dated 05/2011, Recd On 12/05/2011
- (q) Drawing No. 1380/P/17, Dated 05/2011, Recd On 12/05/2011
- (r) Drawing No. 1380/P/18, Dated 05/2011, Recd On 12/05/2011
- (s) Drawing No. 1380/P/19, Dated 05/2011, Recd On 12/05/2011
- (t) Drawing No. 1380/P/20, Dated 05/2011, Recd On 12/05/2011

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

3. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

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

4. The windows in the west elevation of the development hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m internal floor height) only.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

5. No windows, other than those hereby approved, shall be formed in the west elevation of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

6. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

7. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance

schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

8. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

9. The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004.

10. No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

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

development and shall be retained at all times in the future for this purpose.

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

12. Prior to the commencement of the development hereby approved, details of as to the design and appearance of the proposed rear balconies, which shall include the provision of privacy screens to the sides of the proposed balconies, shall be submitted to the Local Planning Authority and approved in writing. Once approved, such details shall be fully implemented prior to the first occupation of the flats hereby approved and retained in that form thereafter.

REASON In the interests of design and safeguarding the amenities of future occupiers and neighbouring residents in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

13. Prior to the commencement of the development hereby approved, details of noise insulation measures shall be submitted to the Local Planning Authority and approved in writing. The insulation measures shall be in accordance with the recommendations of the submitted 'Preliminary - Sound Insulation Testing' (15/03/2011) carried out by Alpha Acoustics, unless otherwise agreed in writing with the Local Planning Authority. Once approved, such details shall be fully implemented prior to the first occupation of the flats hereby approved and retained in that form thereafter.

REASON In the interests of safeguarding the amenities of future occupiers and neighbouring residents in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

14. A minimum of 18 no. car parking spaces for use by future occupiers of the flats hereby approved shall be laid out and provided prior to the first occupation of the flats hereby approved, and retained at all times in the future for the parking of motor vehicles. The car parking spaces shall not be assigned to individual occupiers or flats, and shall only be used for communal car parking.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities

of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004.

15. Prior to the commencement of the development hereby approved, a ground floor and basement car parking plan showing the spaces to be assigned to the respective uses on the site along with pedestrian linkages and details of the management of the car parking spaces shall be submitted to and agreed in writing with the Local Planning Authority. Once approved, such details shall be fully implemented prior to the first occupation of the flats hereby approved and the car parks shall be laid out and managed fully in accordance with the approved scheme.

REASON To ensure that adequate on-site parking provision is available to serve the occupiers of the site and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004.

16. The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secured by Design' accreditation awarded by Thames Valley Police.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 'Delivering Sustainable Development'.

17. No development shall commence until details for the arrangements for the storing of refuse or waste at the site have been submitted and approved by the Local Planning Authority. The storing of refuse or waste shall be carried out fully in accordance with the approved details.

REASON In the interests of ensure that satisfactory refuse arrangements are in place in conjunction with the development in the interests of the amenity of occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

#### Informative(s)

1. The applicant will need to apply to the Council's Local Land



Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

2. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
3. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
4. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works. Alternatively prior to commencing works the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
5. Any works/events carried out either by, or at least at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 and licensed accordingly by the Street/Highway Authority in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Slough. Also Developers need to inform undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to site, shall be co-coordinated by them in liaison with Slough Borough Council Street Works Section (telephone 01753 875666). This must take place at least one month in advance of the commencement of the works and must be in line with the noticing requirements of the NRSWA 1991 and the TMA 2004. The developer must particularly ensure that statutory undertaker connections/supplies to the site are co-coordinated to take place wherever possible at the same time and using the same Traffic Management measures.
6. This decision has been taken having regard to the policies and

proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies H10, H11, H14, EN1, EN3, EN5, T2 and T8 of The Adopted Local Plan for Slough 2004 and Core Policies 1, 3, 4, 7, 8 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

**P/15086/000**

**1.0 SUMMARY OF RECOMMENDATION**

- 1.1 *This application has been referred to the Planning Committee for consideration as the application is for a Major Development.*
- 1.2 *Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be approved subject to conditions.*

**PART A: BACKGROUND**

**2.0 Proposal**

- 2.1 *This is full planning application for the change of use of part of the existing building from B1 (a) offices to 6 no. one bedroom, and 6 no. two bedroom flats.*
- 2.2 *The external appearance of the building would remain as existing, save for the addition of balconies to the rear elevation, and the addition of a dormer window to the western hipped roof slope. Internal alterations would also be carried out.*
- 2.3 *Part of the existing ground floor car park would be developed to provide amenity space as a setting for the building, and the remainder would be laid out to provide 18 no. communal parking spaces for use by future occupiers of the proposed flats.*
- 2.4 *Cycle storage facilities would also be provided for use by occupiers of the proposed flats on the ground floor, along with a refuse storage area. The existing landscaped area to the front of the building adjacent to the roundabout would be retained.*
- 2.5 *It is proposed to retain the existing separate entrance to the basement car park.*

**3.0 Application Site**

- 3.1 *Kingfisher Court is a three storey building of some 3000 square metres in floor area, located in a prominent position adjacent to the roundabout on the corner of Farnham Road and Northborough Road. The application relates to the western part of the building, units 9-12, which have a gross internal floor area of 679.8 square metres. The building has buff brick elevations with aluminium windows under a hipped pitched slate roof. There are pitched roof canopies above the doors on the front elevation of the building.*
- 3.2 *The building presents a continuous curved elevation to Northborough Road*

and Farnham Road. To the north of the site, on the opposite side of Northborough Road, there is a terrace of six two storey properties. To the west of Kingfisher Court is Trevoise House, which is a three storey building comprising flats. The separation distance between the eastern flank wall of Trevoise House and the western flank wall of Kingfisher Court is 11.6 metres. The service road providing access to the existing Kingfisher Court car park and the rear service yards of 271 – 279 Farnham Road separates Trevoise House and Kingfisher Court. Tiree House is located to the south west.

- 3.3 Turning to the neighbouring Kingfisher Court units, permission has been granted for the change of use of unit 5 from an office to a D1 surgery in 2007 under application reference P/1935/34. Permission has also been granted for unit 2 from an office to a D1 education establishment in 2005 under application P/13453. These units are understood to be currently occupied on occupational business leases and are used for the above purposes. The other units (nos. 1, 3, 4, 6, 7, 8) remain in B1 office use, and are understood to have been vacant for around five years.
- 3.4 Of the four B1 office units the subject of this application, It is understood that only one floor of the twelve available is currently let.
- 3.5 To the south of Kingfisher Court is 279 Farnham Road, which is in use as a retail unit selling motoring parts.
- 3.6 Kingfisher Court is located outside of the Farnham Road District Shopping Centre, which is located to the south of the site.

#### 4.0 **Site History**

- 4.1 Recent applications relating to the site are as follows:

*P/01935/033 - ERECTION OF ADVERTISEMENT BANNER. – Approved 07-Jun-2005*

*P/01935/032 - ERECTION OF NEW SECURITY FENCE AND ENTRANCE GATES AT REAR. – Approved with Conditions 07-Mar-2005*

*P/01935/031 - ERECTION OF NEW 2M HIGH SECURITY FENCE AND GATES TO FRONT, SIDE & REAR INCLUDING REPLACEMENT OF EXISTING FRONT FENCE – Approved with Conditions 10-Aug-2004*

*P/01935/030 - INSTALLATION OF SATELLITE DISH – Approved with Conditions 20-May-1999*

*P/01935/029 - SUBMISSION OF DETAILS FOR LANDSCAPING AND REFUSE STORAGE AS PURSUANT TO CONDITIONS 03 & 07 OF P/1935/26 AND P/01935/027 DATED 31.01.89. – Approved with Conditions 22-Sep-1989*

*P/01935/028 - SUBMISSION OF DETAILS FOR LANDSCAPING*

*PURSUANT TO CONDITION NO. 7 OF P/01935/021 DATED 17.06.88. –  
Approved with Conditions 30-Jun-1989*

*P/01935/027 - ERECTION OF A THREE STOREY BUILDING COMPRISING  
20 NO. STUDIO FLATS. – Approved with Conditions 31-Jan-1989*

*P/01935/026 - ERECTION OF THREE STOREY BUILDING COMPRISING  
20 NO. STUDIO FLATS. – Approved with Conditions 31-Jan-1989*

*P/01935/025 - ERECTION OF 15 NO. ONE BED 2-PERSON FLATS IN  
THREE STOREYS (AMENDED PLANS RECEIVED 04.11.88) – Approved  
with Conditions 09-Nov-1988*

*P/01935/024 - SUBMISSION OF DETAILS OF BIN STORES AS REQUIRED  
BY CONDITION NO 4 OF PLANNING CONSENT P/01935/020 DATED 13TH  
OCTOBER 1987 – Approved with Conditions 05-Aug-1988*

*P/01935/023 - SUBMISSION OF DETAILS OF SOUND ATTENUATION  
AGAINST AIRCRAFT NOISE AS REQUIRED BY CONDITION NO5 OF  
PLANNING CONSENT P/1935/20 – Approved with Conditions 26-Feb-1988*

*P/01935/022 - ERECTION OF 3 STOREY DEVELOPMENT COMPRISING  
15 NO.1 BED FLATS – Withdrawn 13-Sep-1988*

*P/01935/021 - ERECTION OF A 3000 SQ.M. OF OFFICES IN 12 UNITS  
TOGETHER WITH ANCILLARY CAR PARKING AND REAR SERVICE  
ROAD – Approved with Conditions 17-Jun-1988*

*P/01935/020 - ERECTION OF 24 STUDIO FLATS(AS AMENDED 28/09/87) –  
Approved with Conditions 13-Oct-1987*

*P/01935/019 - ERECTION OF NEW BUILDINGS TO PROVIDE 85  
RETIREMENT FLATS AND 49 CAR PARKING SPACES (OUTLINE) –  
Refusal 12-Jan-1987*

*P/01935/018 - ERECTION OF COMMERCIAL OFFICES FRONTING  
FARNHAM ROAD WITH REAR SERVICE ROAD ACCESS AND EIGHTEEN  
FLATS FOR SHELTERED ACCOMMODATION SERVED FROM FRANKLIN  
AVENUE (OUTLINE) (AS AMENDED ON 15TH DECEMBER 1986). –  
Approved with Conditions 27-May-1987*

*P/01935/017 - ERECTION OF A RESIDENTIAL DEVELOPMENT AT A  
DENSITY NOT EXCEEDING 65 HABITABLE ROOMS PER ACRE.  
(OUTLINE) (AS AMENDED ON 4TH SEPTEMBER 1986). – Approved with  
Conditions 21-Aug-1987*

*P/01935/016 - ERECTION OF 4 STOREY OFFICE BLOCK 6 NO 1 BED AND  
3 NO 2 BED FLATS AND CAR PARKING (OUTLINE) – Approved with  
Conditions 27-May-1987*

*P/01935/015 - DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF A FOUR STOREY OFFICE DEVELOPMENT OF SMALL SUITES WITH 50 CAR PARKING SPACES AND A 3-STOREY BUILDING OF FLATS WITH 12 CAR PARKING SPACES WITH NEW SERVICE ROAD LINKS (OUTLINE) (AS AMENDED ON 9TH JUNE 1986). – Approved with Conditions 29-Jul-1986*

*P/01935/014 - DEMOLITION OF EXISTING RETAIL STORE & CONSTRUCTION OF NEW OFFICE BUILDING WITH ANCILLARY CAR PARKING. (OUTLINE) – Refused 02-Jul-1985 Appeal Dismissed*

*There are further previous applications relating to the proposed redevelopment of the site.*

## 5.0 **Neighbour Notification**

- 5.1 Skylink Insurance, 279, Farnham Road, Slough, SL2 1HA, Triquestra Plc, 1 Kingfisher Court, Farnham Road, Slough, SL2 1JF, A & E Tuition Ltd, 2 Kingfisher Court, Farnham Road, Slough, SL2 1JF, 3 Kingfisher Court, Farnham Road, Slough, SL2 1JF, 16, Northborough Road, Slough, SL2 1PS, 22, Northborough Road, Slough, SL2 1PS, 7 Kingfisher Court, Farnham Road, Slough, SL2 1JF, 12, Northborough Road, Slough, SL2 1PS, 14, Northborough Road, Slough, SL2 1PS, Motorists Discount Centre, 279, Farnham Road, Slough, SL2 1HB, 20, Northborough Road, Slough, SL2 1PS, 6 Kingfisher Court, Farnham Road, Slough, SL2 1JF, Flat 4, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 5, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 6, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 7, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 1, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 2, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 3, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 12, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 8, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 9, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 10, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, Flat 11, Trevoise House, Franklin Avenue, Slough, SL2 1DQ, 18, Northborough Road, Slough, SL2 1PS, Flat 4, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 5, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 6, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 7, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 1, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 2, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 3, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 12, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 13, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 14, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 15, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 8, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 9, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 10, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 11, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 20, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 16, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 17, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 18, Tiree House, Franklin Avenue, Slough, SL2 1DJ, Flat 19, Tiree House, Franklin Avenue, Slough,

SL2 1DJ, Kingfisher Court, Farnham Road, Slough, Berks, Thames Valley Police, Oxford Road, Gerrards Cross, Buckinghamshire, SL9 7AL, Rapier Plc, 4 Kingfisher Court, Farnham Road, Slough, SL2 1JF, The Dental Studio, 5 Kingfisher Court, Farnham Road, Slough, SL2 1JF

In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site on 20<sup>th</sup> May 2011, and the application was advertised in the 3<sup>rd</sup> June 2011 edition of The Slough Express.

- 5.2 Two objections have been received. The concerns raised in these representations are summarised as follows:

The Dental Studio – Unit 5, Kingfisher Court

Main concerns in opposition regarding proposed development plan;

1. As a sole provider for dental specialist provisions for the East Berkshire Primary Care Trust, the clinic operates a sedation contract on a referral basis.

This implies that all patients whom attend the clinic are under the influence of specialist medication of which staff must ensure that their safety is paramount.

All patients exit to the upper car park level. Patients are only able to walk comfortably for a few steps before being escorted directly into their car. This departure is critical for their safety and if disrupted could be potentially dangerous.

2. The other main concern is that all our disabled patients operate on the same basis. They enter and exit from the rear of the clinic so that they are at the same ground level to facilitate their disability. The proposed plans would jeopardise all these patients.

3. The delivery of goods which facilitate the clinical need for this clinic to run smoothly requires large goods/materials /equipment to be delivered weekly .This would be impossible if the upper level access was imposed.

Equally the disposal of both clinical and household waste is housed in the outer building only accessible from the rear on the upper level. The proposed plan would potentially compromise this access.

4. Fire exit for staff and the public would be grossly compromised since the current fire drill is for everyone to congregate at the rear of the building in the upper car park. There is currently an exit gate operational from the inside for one to exit from. This is positioned adjacent to the proposed development site. Hence exiting from the rear would be impossible.

5. The passage of human traffic would be greatly increased with the co-existence of residential and commercial units directly adjacent to each other.

There would be an increase in noise pollution.  
The security would be greatly compromised.  
The commercial units have both extensive medical and technological equipment of which is essential for the functioning of these units. A breach in the security would be catastrophic and detrimental in the running of our services of which would have a direct impact on the NHS services for the East Berkshire Health Authority.

#### AE Tuition – Unit 2, Kingfisher Court

Concerns about residential Development of Units 9-12

Please Note – according to the planning application there is only one business that has D1 usage (no.5 – the dental surgery). Our business (no.2 – AE Tuition) also has D1 usage. Both these units are also owned by their proprietors.

We wish to raise some concerns about the above that would need to be addressed if these sighting of residential units were to be successful:

1. Access to the top car park – As a business, it is important that we can load and unload books and equipment from the rear of the building (cannot be done from the front due to parking/traffic restrictions). If the current top car park is entirely fenced off this will be very difficult as it will require equipment and books and equipment to be loaded and unloaded from the lower car park with potential lift and carry health and safety risks. One solution could be to divide the top car into two sections with separate gates e.g. one small car park for access with four spaces and the other car park with twelve spaces. There is currently a space for another gate to be sighted in the fencing area.
2. Access to the waste disposal area – The current out-building holds all the bins for the site. Separate arrangements would need to be made that would satisfy the needs of businesses and residents. Direct and not indirect access to the waste area should be retained for businesses. The plans currently seem to indicate indirect access which not be acceptable.
3. The sighting of residential units next to business units - It will be crucial to ensure adequate barriers are placed between the residential and business areas to prevent problems. For example, our business sees considerable human traffic during open hours and at weekends. This may disturb residents and businesses may also be disturbed by the activities of residents unless this separation completely secure.
4. Security issues - Some businesses hold very valuable equipment on site. There have been security breaches in the past even under the current security arrangements and things have been stolen. These concerns would have to be adequately addressed. Security at Kingfisher Court has always been a very high priority for businesses historically. Any serious breaches would discourage other businesses from leasing units on the site and affect the continued viability of units 1-8 as business premises.



Following the submission of my concerns about the possible residential development, I have taken a close look at the top car park at Kingfisher Court.

It would definitely be possible to divide this car park into two car parks (one smaller and one larger). The smaller car park could have its own gate (leaving 4 spaces where they are currently situated). This would allow access for the business units and a small number of car parking spaces. The larger car park would need some reconfiguring of spaces but it could have 12 spaces for the residential development.

I personally own some flats in Kingston and Hounslow which have a high specification (built by St. George). None of these flats are ever supplied with more than one parking space, no matter how big they are. One of my flats has three bedrooms, but is still allocated only one parking space. This would be an acceptable compromise from our point of view.

These matters are discussed and assessed in Part B of this report.

## 6.0 **Consultation**

### 6.1 Public Protection Services, Neighbourhood Enforcement

6.2 No comments received.

### 6.3 Traffic and Road Safety/Highways Development

6.4 No comments received at the time of writing report. An update will be provided and detailed on the Committee Amendments sheet.

### 6.5 Thames Water

Waste Comments: Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Water Comments: On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

### 6.6 Thames Valley Crime Prevention Design Officer

I am writing in concerning the above planning application P/15086/000 at 9-12, Kingfisher Court, Farnham Road, Slough, Berks, SL2 1JF for change of use of existing offices (class B1) to 6 no. one bedroom flats and 6 no. two bedroom flats (class C3) including the addition of balconies to rear elevation and the addition of a dormer window to side elevation, with associated landscaping and bin storage, car parking and cycle storage to rear.

Comments:

On the basis of information available the Police are generally content with the development proposed, but there is the potential to design out crime, and I therefore make the below comments:

1. Residential rear parking & private communal garden area: I am pleased that this will be kept secure, although I understand the existing commercial boundary treatment will be altered to a more residential treatment.  
I would ask that this area is kept secure and that open top railings are used. Also that the access gates for vehicles will be electrically operated. If manual, then the gates will be left open and there will be offenders who take advantage of this.
2. Communal entrance doors to the flats: The communal entrances to blocks of flats should form a line of defence acting as a physical barrier to access for outsiders and should be fitted with an access control system. This may be a PAC entry system, a door entry phone system and electrical lock release or a combination of these. Also because of the location there is a risk that the door buzzer will be used by pranksters to cause annoyance. There are door entry systems now that have a nuisance button on them that silences the buzzer in the flat, so the occupier can then switch it back on when the pranksters have left the area. An access control system will prevent casual intrusion by offenders into the block where they can break into unoccupied flats during the day without being seen, and act as a line of defence against bogus callers.
3. Postal access: Because the Post Office have amended the hours to which they require access to deliver mail (7am to 2pm winter and summer), and due to the location, a Tradesman's Button would not be acceptable. Postal delivery needs to be planned for: Secured by Design gives various options (see New Homes design guide at [www.securedbydesign.com](http://www.securedbydesign.com)), also the local post office will accept having an access fob to allow them entry to deliver the mail.

I hope the above comments are of use to you in your deliberations to determine the application and will help the development achieve the aims of PPS1 paragraphs 27 (iii) and 36; & PPS3 paragraph 13. However, in the meantime, if you or the applicants have any queries about crime prevention design in relation to the proposals then please feel free to contact me.

6.7 Principal Engineer - Drainage

No comments received.

## **PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this

application:

National Planning Policy Statements

PPS1 – Delivering Sustainable Development

PPS3 – Housing

PPS4 – Planning for Sustainable Economic Growth

PPG13 – Transport

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

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 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density

Policy H11 – Change of Use to Residential

Policy H14 – Amenity Space

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Supplementary Planning Guidance/Documents

Guidelines for the Provision of Amenity Space Around Residential Properties  
(January 1990)

Guidelines for Flat Conversions (April 1992)

Slough Borough Council Developer's Guide Part 1-4

- 7.2 The main planning issues relevant to the assessment of this application are considered to be those relating to the principle of the proposed development, design, potential impact on neighbour amenity, and traffic and highway matters.

8.0 **Principle of Development**

- 8.1 Core Policy 4 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Council's approach to the consideration of proposed housing development within the Borough. The site is located outside of the Town Centre as illustrated on the Core Strategy Key Diagram. Whilst new residential development would therefore normally be expected to comprise family housing, the proposal is for the conversion of existing vacant office space to residential use. The proposal would not result in the loss of family housing. Such a proposal would be supported in principle by Policy H11 of The Adopted Local Plan for Slough 2004 allows for the conversion and change of use of existing commercial properties to residential

use.

8.2 Whilst not located within the designated District Shopping Centre, the site is in close proximity to the range of shops and services located on Farnham Road. It is also a short walk to bus stops which are situated on a number of bus routes. The location of the site is therefore considered to be sustainable. Residential development to provide flats is considered to be acceptable in principle.

8.3 The proposal is for 12 no. flats, and the development would therefore fall below the relevant thresholds for affordable housing and education contributions, as set out in the Slough Borough Council Developer's Guide Parts 1-4.

## 9.0 **Design**

9.1 The external appearance of the building would remain as existing, save for the addition of balconies to the rear elevation, and the addition of a dormer window to the western hipped roof slope.

9.2 The proposed dormer window would be positioned at a high level in the roof slope, and would be fitted with obscure glass which would be fixed shut. It would be set down in relation to the main ridge line, and would not appear to be overly prominent in the street scene. The proposed dormer window is considered to be acceptable in terms of its design and appearance.

9.3 Access to the proposed flats would remain as existing, with each block of three flats being accessed from a shared communal entrance off Northborough Road. Access to the car parking and cycle storage facilities to the rear would be independent from the basement car parking area.

9.4 Internal alterations are proposed in connection with the proposed change of use. The existing offices are currently open plan, and partition walls would be erected to form rooms. Mezzanine floors are proposed to the second floor flats, and whilst these are not understood to be bedrooms, there is considered to be nothing in planning terms stopping a future occupier using this space as such if they wished.

9.5 With regard to room sizes, the Planning Authority has issued Guidelines for Flat Conversions, which set out minimum room sizes in order to avoid the creation of excessively cramped and sub-standard accommodation. These guidelines set out the following minimum room sizes:

Room	1 Bedroom Required Floor Space (2 persons)	2 Bedroom Required Floor Space (3 persons)	2 Bedroom Required Floor Space (4 persons)
Living Areas (sitting and dining)	14.86 sq.m.	16.72 sq.m.	18.58 sq.m.
Kitchen	5.57 sq.m.	5.57 sq.m.	5.57 sq.m.

Bedroom Area 1	11.14 sq.m.	11.14 sq.m.	11.14 sq.m.
Bedroom Area 2		6.5 sq.m.	10.2 sq.m.

9.6 Having undertaken measurements of the proposed room sizes, it is considered that the sizes of the rooms would be compliant with the minimum room sizes generally permitted by the Guidelines for Flat Conversions. There are considered to be no issues relating to room stacking.

9.7 An acoustic report has been submitted with the application, which seeks to demonstrate that airborne sound will be sufficiently insulated to safeguard the amenity of adjoining occupiers. The results indicate that based on sample tests, the sound insulation of walls would be sufficient to meet relevant standards, subject to additional internal works being undertaken between the first and second floors. It is proposed to recommend a condition in connection with this.

9.8 An internal daylight assessment has also been submitted. The rooms of the proposed flats have been assessed to establish whether future occupiers would benefit from sufficient daylight. Whilst the report shows that the bedrooms to the rear of units 9 and 10 at ground and first floor level would have a low average daylight factor due to the fact that their only source of light would be from the rear doors, it is noted that these are to the southern aspect, and the report concludes that the internal lighting of the units should not be considered a constraint to the redevelopment of this part of the site for residential purposes.

9.9 Amenity space is proposed to the rear of the building in the form of a communal garden. Balconies would be affixed to the rear of the building providing future occupiers with a small area of outside space. It is also proposed to retain the area to the front of the building to provide landscaping. It should also be noted that there is a play area a short distance away to the west of the site.

9.10 The Planning Authority has adopted Guidelines for the Provision of Amenity Space Around Residential Properties, which acknowledges that demand for 'real gardens' is normally less so in the case of developments comprising one and two bedrooms than in the case of family housing. When considered in conjunction with the nearby play area, the proposed amenity space provision is considered on balance to be acceptable.

9.11 The design of the proposed building is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; and Policies H11, EN1 and H14 of The Adopted Local Plan for Slough 2004.

## 10.0 **Impact on Neighbour Amenity**

10.1 With regard to the potential impact on the amenity of neighbours, the principle matters for consideration are considered to be in relation to the compatibility

of the proposed residential use of the units with the existing neighbouring office and D1 uses, and potential impacts on neighbouring occupiers arising from the proposed dormer window and rear balconies.

- 10.2 Compatibility of the proposal with existing neighbouring uses
- 10.3 Representations have been received from the occupiers of units 2 and 5 Kingfisher Court respectively, which raise a number of concerns regarding the proposed change of use, and the potential impact on existing neighbouring business uses. These concerns are as follows:
  - 10.4 It is understood that The Dental Studio, located in unit 5 of Kingfisher Court, operates a sedation contract on a referral basis. Patients who attend the clinic might thus be under the influence of specialist medication. It is understood that patients exit to the upper car park level and are escorted to their car to ensure that their departure is safe. Concern has therefore been expressed regarding the proposed disruption to this arrangement, and existing fire exit procedures.
  - 10.5 In addition, it is understood that goods are currently delivered to facilitate the running of the clinic at the rear. Clinical and normal refuse is also understood to be housed in the existing out building, which is accessed via the upper level.
  - 10.6 Concern is expressed that the passage of human traffic would be greatly increased with the co-existence of residential and commercial uses. It is felt that there would be an increase in noise pollution, and the security of medical and technological equipment would be compromised.
  - 10.7 Similar concerns have been raised by the occupiers of unit 2, AE Tuition, who have expressed concern regarding the potential impact on the ability to load and unload books and equipment from the rear of the building. It is felt that loading and unloading from the basement would be difficult and could give rise to health and safety risks. It has been suggested that the car park be divided up so that 12 no. spaces are provided for the proposed flats.
  - 10.8 With regard to refuse arrangements, it is felt that direct and not indirect access should be retained between the rear of the unit and the existing outbuilding.
  - 10.9 In addition, it is considered that there should be barriers placed between the residential and business areas to prevent problems. There are also concerns regarding security due to the valuable equipment in use at the site, and the fact that any serious breaches would discourage other businesses from leasing units.
  - 10.10 With regard to security and crime prevention matters, the Thames Valley Crime Prevention Design Officer has been consulted and has advised that the Police are generally content with the development proposed, but have highlighted opportunities to design out crime, through the provision of secure

boundary treatment, secure communal entrance doors, and the arrangements for postal deliveries.

- 10.11 There are a number of existing residential properties in the locality, and it is not considered that the proposed flats in themselves would be likely give rise to any additional potential crime risk. Similarly, the proposed flats are not considered to have the potential to give rise to significant noise or other potentially polluting activity, when considered in the context of the numerous existing surrounding residential properties, and the location of the site on the fringe of a busy shopping area.
- 10.12 Whilst the concerns raised regarding the potential impact of the proposal on the movements of visitors within the site and the loading/unloading of goods are duly noted; these appear to principally be the informal operational practices of tenants. Given that these matters do not appear to have been formalised or conditioned as such as part of the previous planning permissions permitting these uses, it is considered that the potential practical implications of the proposal be taken up with the Landlord as matters pertaining to the operation of the respective uses at the site and its management, and agreements relating to this. It is considered that loading and unloading could still take place in the rear service road, but that goods might have to be trolleyed to the front of the building.
- 10.13 Amendments have however been sought with respect to the access to the bin storage building, and an update on this matters will be reported on the Committee Amendments Sheet.
- 10.14 Proposed dormer window and rear balconies
- 10.15 The proposed dormer window to the western end of the hipped pitched roof would serve the proposed mezzanine floor of the second floor units. It would be fitted with obscure glass and fixed shut. The proposed dormer window is not considered to be detrimental to neighbour amenity by reason of overlooking or loss of privacy.
- 10.16 The windows at ground, first and second floor level on the west elevation are also proposed to be fitted with obscure glass and fixed shut. These windows appear to function as secondary windows to the proposed living room and bedrooms. It is therefore considered that they would provide additional light to these rooms, whilst not giving rise to the potential overlooking of Trevoise House.
- 10.17 Turning to the proposed balconies, these would be affixed to the rear elevation of the building on the first and second floors, and project out by 1.4 metres. The submitted drawings show these attachments comprising metal railings. A condition is however recommended for the provision of details of privacy screens to the sides of the proposed balconies, in the interests of safeguarding the amenity of neighbouring future occupiers, and screening views to the east and Trevoise House to the west.

10.18 The proposal is not considered to give rise to unacceptable impact on neighbour amenity. The proposed residential use of the existing office units is considered to be commensurate with surrounding uses. It is not considered that the proposed dormer window of balconies would give rise to undue detriment as a result of over looking, or loss of privacy. The proposal is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

## 11.0 **Traffic and Highways**

### Traffic

11.1 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to seek to ensure that development reinforces the principles of the transport strategy as set out in the Council's Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

11.2 The site is considered to be situated in close proximity to the shops and other services located on Farnham Road, which is identified in The Adopted Local Plan for Slough 2004 as a District Shopping Centre. It is also considered to be well positioned in relation to bus stops which are situated on a number of bus routes. As noted above, it is considered that the provision of flats in this location would be considered to be sustainable.

11.3 The Borough Council's Transport section have been consulted with respect to the proposed traffic impact of the proposal. No comments have been received at the time of writing this report; however an update will be reported on the Committee Amendments Sheet.

### Parking provision

11.4 18 no. communal car parking spaces are proposed in connection with the proposed flats to the rear of the building. Cycle storage in connection with the proposed flats is also proposed to the rear of the building, adjacent to the proposed amenity space. There are currently 96 no. spaces within the basement, and 94 no. spaces would be retained, as 2 no. spaces would be removed to provide additional cycle parking facilities.

11.5 Policy T2 of The Adopted Local Plan for Slough 2004 sets out car parking standards in relation to residential development, and Policy T8 relates to cycling facilities. Highways have been consulted with respect to the proposed parking provision, cycle storage arrangements, refuse storage and other highway matters. No comments have been received at the time of writing this report; however an update will be reported on the Committee Amendments Sheet.

11.6 However, on the basis of 1 no. car parking space being required to serve a 1 bed flat, and 1.5 car parking spaces being required to serve a 2 no. bed flat



(all communal), the proposal would require a minimum parking provision of 15 no. spaces. It is however noted that the existing roof space accommodation could at a later date be converted to provide additional headroom, changing the units from 6 no. one bedroom and 6 no. two bedroom flats to 4 no. one bedroom, 8 no. two bedroom and 2 no. three bedroom flats. This would require a minimum car parking provision of 19/20 spaces. At this stage, there is however no evidence to suggest that the additional space created by the mezzanine floor would be used to provide an additional bedroom, however, if it were, there would be a potential shortfall of one or two spaces. Given the sustainable location of the site however, this is not considered to be an issue.

11.7 It is proposed to attach a condition requiring the submission of a parking layout to be submitted to demonstrate that adequate parking provision would be provided for existing D1 uses, and the remaining B1 office units. Details regarding the management of the car parks are also considered to be required, to demonstrate that there would be no shortfall in parking provision in respect of the existing uses.

## 12.0 **Summary**

12.1 The proposal has been considered against relevant development plan policies, and regard has been had to the representations received from consultees and other interested parties, and all other relevant material considerations.

12.2 Whilst comments on the proposal have yet to be received from the Borough Council's Transport and Highway sections, these will be reported on the Committee Amendments Sheet, and any additional conditions or amendments considered necessary made to the recommendation.

12.3 It is recommended that the application be Approved subject to Conditions.

## **PART C: RECOMMENDATION**

### 13.0 **Recommendation**

13.1 Approved with Conditions

### 14.0 **PART D: LIST OF CONDITION(S)**

#### Condition(s)

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

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

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

- (a) Drawing No. 1380/P/01, Dated 05/2011, Recd On 12/05/2011
- (b) Drawing No. 1380/P/02, Dated 05/2011, Recd On 12/05/2011
- (c) Drawing No. 1380/P/03, Dated 05/2011, Recd On 12/05/2011
- (d) Drawing No. 1380/P/04, Dated 05/2011, Recd On 12/05/2011
- (e) Drawing No. 1380/P/05, Dated 05/2011, Recd On 12/05/2011
- (f) Drawing No. 1380/P/06, Dated 05/2011, Recd On 12/05/2011
- (g) Drawing No. 1380/P/07, Dated 05/2011, Recd On 12/05/2011
- (h) Drawing No. 1380/P/08, Dated 05/2011, Recd On 12/05/2011
- (i) Drawing No. 1380/P/09, Dated 05/2011, Recd On 12/05/2011
- (j) Drawing No. 1380/P/10, Dated 05/2011, Recd On 12/05/2011
- (k) Drawing No. 1380/P/11, Dated 05/2011, Recd On 12/05/2011
- (l) Drawing No. 1380/P/12, Dated 05/2011, Recd On 12/05/2011
- (m) Drawing No. 1380/P/13, Dated 05/2011, Recd On 12/05/2011
- (n) Drawing No. 1380/P/14, Dated 05/2011, Recd On 12/05/2011
- (o) Drawing No. 1380/P/15, Dated 05/2011, Recd On 12/05/2011
- (p) Drawing No. 1380/P/16, Dated 05/2011, Recd On 12/05/2011
- (q) Drawing No. 1380/P/17, Dated 05/2011, Recd On 12/05/2011
- (r) Drawing No. 1380/P/18, Dated 05/2011, Recd On 12/05/2011
- (s) Drawing No. 1380/P/19, Dated 05/2011, Recd On 12/05/2011
- (t) Drawing No. 1380/P/20, Dated 05/2011, Recd On 12/05/2011

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

3. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

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

4. The windows in the west elevation of the development hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m internal floor height) only.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

5. No windows, other than those hereby approved, shall be formed in the west elevation of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining

residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

6. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

7. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

8. The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004.

9. No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

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

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

11. Prior to the commencement of the development hereby approved, details of as to the design and appearance of the proposed rear balconies, which shall include the provision of privacy screens to the sides of the proposed balconies, shall be submitted to the Local Planning Authority and approved in writing. Once approved, such details shall be fully implemented prior to the first occupation of the flats hereby approved and retained in that form thereafter.

REASON In the interests of design and safeguarding the amenities of future occupiers and neighbouring residents in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

12. Prior to the commencement of the development hereby approved, details of noise insulation measures shall be submitted to the Local Planning Authority and approved in writing. The insulation measures shall be in accordance with the recommendations of the submitted 'Preliminary - Sound Insulation Testing' (15/03/2011) carried out by Alpha Acoustics, unless otherwise agreed in writing with the Local Planning Authority. Once approved, such details shall be fully implemented prior to the first occupation of the flats hereby approved and retained in that form thereafter.

REASON In the interests of safeguarding the amenities of future occupiers

and neighbouring residents in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

13. A minimum of 18 no. car parking spaces for use by future occupiers of the flats hereby approved shall be laid out and provided prior to the first occupation of the flats hereby approved, and retained at all times in the future for the parking of motor vehicles. The car parking spaces shall not be assigned to individual occupiers or flats, and shall only be used for communal car parking.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004.

14. Prior to the commencement of the development hereby approved, a ground floor and basement car parking plan showing the spaces to be assigned to the respective uses on the site along with pedestrian linkages and details of the management of the car parking spaces shall be submitted to and agreed in writing with the Local Planning Authority. Once approved, such details shall be fully implemented prior to the first occupation of the flats hereby approved and the car parks shall be laid out and managed fully in accordance with the approved scheme.

REASON To ensure that adequate on-site parking provision is available to serve the occupiers of the site and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004.

15. The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secured by Design' accreditation awarded by Thames Valley Police.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 'Delivering Sustainable Development'.

#### Informative(s)

1. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

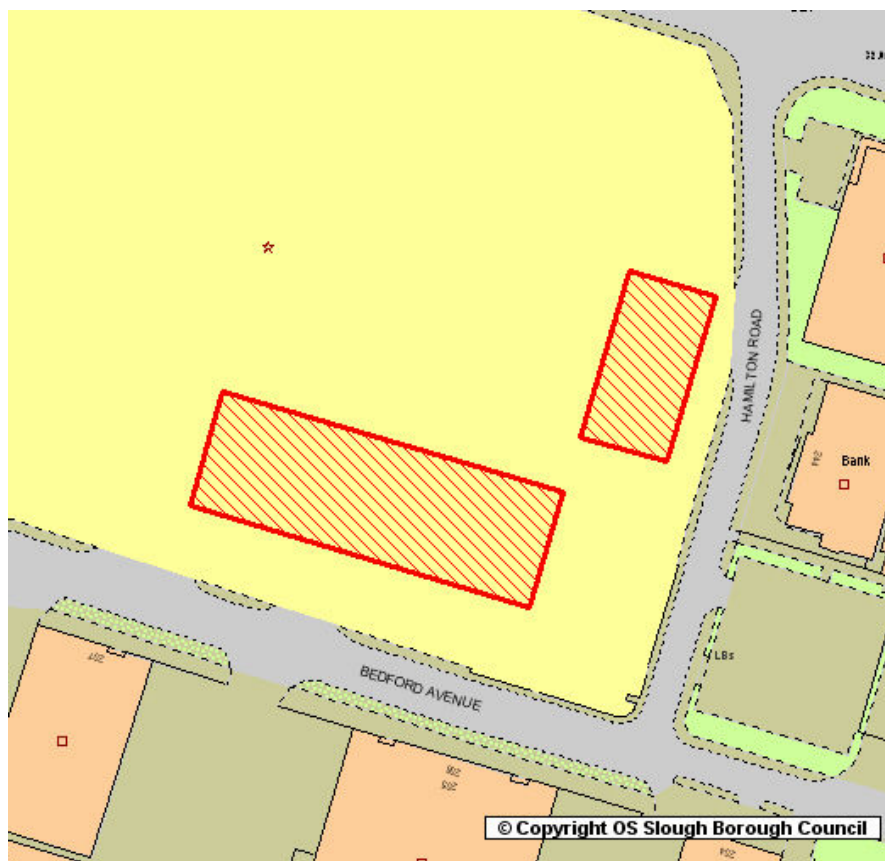
Policies H10, H11, H14, EN1, EN3, EN5, T2 and T8 of The Adopted Local

Plan for Slough 2004 and Core Policies 1, 3, 4, 7, 8 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

Registration Date:	23-Nov-2011	Applic. No:	P/04489/004
Officer:	Hayley Butcher	Ward:	Farnham
Applicant:	Slough Trading Estate Ltd		
Agent:	Mr. Grant Stevenson, Barton Wilmore LLP 1st Floor, Regent House, Princes Gate, 4 Homer Road, Solihull, B91 3QQ		
Location:	8, Buckingham Avenue, Slough, Berkshire, SL1 4RA		
Proposal:	ERECTION OF ADDITIONAL PLANT WITHIN SCREENED COMPOUND (COMPRISING 2 NO. SINGLE STOREY PUMP BUILDINGS, 2 NO. SINGLE STOREY GENERATOR BUILDINGS, 1 NO. SINGLE STOREY HIGH VOLTAGE SWITCH ROOM AND 1 NO. SINGLE STOREY CHILLER BUILDING)		

**Recommendation: Approve, subject to conditions.**



**P/04489/004**

**1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the comments from consultees, policy background and planning history it is considered that the proposed scheme is acceptable and as such it is recommended that the application is approved, with conditions.

**PART A: BACKGROUND**

**2.0 Proposal**

Erection of additional plant within two screened compounds, comprising: 2 no. single storey pump buildings; 2 no. single storey generator buildings; 1 no. single storey high voltage switch room; and 1 no. single storey chiller building.

**3.0 Application Site**

- 3.1 The application site consists of a large industrial unit which is used as a Data Centre. It is located on Buckingham Avenue and the site is bounded by Hamilton Road, Falmouth Road and Bedford Avenue and falls within Slough Trading Estate.

**4.0 Relevant Site History**

- 4.1 The application site historically has permission for use as Light Industry, General Industry and Storage or Distribution as per permission P/02749/003 (Use Classes B1(c), B2 and B8).
- 4.2 The existing Data Centre was constructed under the provisions of the Simplified Planning Zone (SPZ) for the Slough Trading Estate adopted 12<sup>th</sup> November 2004.
- 4.3 The proposed additional plant cannot be implemented under the SPZ and as such an application for Planning Permission has been submitted.

**5.0 Neighbour Notification**

- 5.1 Arben Precision Sheet Metal Ltd  
204, Bedford Avenue  
Slough  
SL1 4RY

Tyco Fire & Integrated Solutions  
205-206  
Bedford Avenue  
Slough



SL1 4RY

207, Bedford Avenue  
Slough  
SL1 4RY

245, Buckingham Avenue  
Slough  
SL1 4PJ

SCIAKY ELECTRIC WELDING MACHINES LTD  
212, Bedford Avenue  
Slough  
SL1 4RH

Living World  
213, Bedford Avenue  
Slough  
SL1 4RY

Barclays Bank Plc  
244, Hamilton Road  
Slough  
SL1 4RP

207 Bedford Avenue was returned undelivered

No comments received

5.2 A Notice has been placed at the site and a press notice has been placed on 9 December 2011.

6.0 **Consultation**

6.1 Highways and Traffic

6.2 No objection

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 The proposal is considered in conjunction with Policies: EN1 (Design) and EMP2 (Criteria for Business Development) of the Adopted Local Plan for Slough (2004); Core Policies 1 (Spatial Strategy), 5 (Employment), 7 (Transport) and 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy Statement 4: Planning for Sustainable Economic Growth, Planning Policy Guidance 13: Transport and Planning, and Planning Policy Guidance 24: Planning and Noise.

7.2 The Draft National Planning Policy Framework also forms a material planning consideration.

### 8.0 **Principle of Development**

8.1 The extension of the existing Data Centre is acceptable in principle in line with Core Policy 5 of the Slough Local Development Framework, Core Strategy 2006-2026.

### 9.0 **Impact on Neighbouring Amenity**

9.1 The application site is self contained, bounded on all sides by public highway. The surrounding area consists predominantly of industrial units.

9.2 Given the current use of the site and the character of the surrounding area it is considered that the proposed would not have a detrimental impact on neighbouring amenity.

9.3 The proposal therefore complies with planning policies: EN1 and EMP2 of the adopted Local Plan for Slough; Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development; and Planning Policy Guidance 24: Planning and Noise.

### 10.0 **Impact on Character**

10.1 The existing building currently has an industrial appearance. The main frontage of the site (north elevation) faces onto Buckingham Avenue. The rear (south elevation), which is located on Bedford Avenue, currently houses a large area of plant which is screened from the public highway by a louvered compound.

10.2 The proposed plant is to be located in two screened compounds located on the south and east sides of the application site. The plant buildings will be screened in a louvered compound constructed of the same product and finish as the existing compound screen located on the south elevation of the building. The proposed plant would therefore blend in well with the existing building on site, and would have a limited impact on the main façade of the

building which faces onto Buckingham Avenue. As such the proposal is not considered to have a detrimental impact on the character of the surrounding area.

10.3 The proposal therefore complies with planning policies: EN1 and EMP2 of the adopted Local Plan for Slough, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development.

#### 11.0 **Traffic and Highway**

11.1 The proposal would result in a reduction of parking on site from 155 parking spaces to 125. However the application site would retain a large number of parking spaces. Data Centres generally do not require a high level of car parking. This view is consistent with other Data Centres on the Trading Estate. As such this slight reduction in parking spaces is not considered to be significant and as such would not have a material impact on highway safety as a result.

11.2 The proposal is therefore considered to comply with planning policies: EMP2 of the adopted Local Plan for Slough; Core Policies 1 and 7 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and Planning Policy Statement 1: Sustainable Development, Planning Policy Statement 4: Planning for Sustainable Economic Growth, and Planning Policy Guidance 13: Transport.

#### 12.0 **Summary**

12.1 The proposal to provide additional plant to an existing Data Centre in order to increase capacity to accommodate future demand is considered acceptable in line with Core Policy 5 of the Slough Local Development Framework Core Strategy 2006-2026. The proposed plant compounds would be effectively screened resulting in no detrimental impacts on the character of the surrounding area. Given the location of the application site on Slough Trading Estate no detrimental impacts on neighbouring amenity have been identified. The proposal also retains sufficient parking and circulation and as such no detrimental impact on the surrounding highway network has been identified as a result of the proposal.

### **PART C: RECOMMENDATION**

#### 13.0 **Recommendation**

13.1 Approve, subject to conditions.

Condition(s)

1. The development shall be carried out in within three years from the date of this permission in accordance with detailed plans showing the siting, design and external appearance of any buildings to be erected, the means of access to the site, the landscaping of the site, road and footpath design, vehicular parking and turning provision, hereinafter collectively referred to as 'the reserved matters' which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

REASON To ensure that the proposed development does not prejudice the amenity of the site.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.
  - (a) Drawing No. LD5-03-ARP-A-DR-00-2200 Issue P0, Dated 128/10/11, Recd On 14/11/2011
  - (b) Drawing No. LD5-03-ARP-A-DR-00-2100 Issue P0, Dated 28/10/11, Rec'd On 14/11/2011
  - (c) Drawing No. LD5-03-ARP-A-DR-00-2000 Issue P1, Dated 28/10/11, Rec'd On 14/11/2011
  - (d) Drawing No. 2330/15 Revision L, Dated 27/08/08, Rec'd On 14/11/2011
  - (e) Drawing No. LD5-03-ARP-A-DR-ZZ-3000 Issue P0, Dated 11/08/11, Rec'd On 14/11/2011

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

3. The areas hereby approved for plant as shown on approved plans shall be permanently retained and shall not be used for any other purposes without the prior permission of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of on-site parking and in the interests of road safety and the free flow of traffic along the neighbouring highway.

4. All new external work shall be carried out in materials that match the colour, texture and design of the existing building on the date of this planning permission.

REASON To ensure a satisfactory appearance of the development so as

not to prejudice the visual amenities of the locality.

Informative(s)

1. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policies 1, 5, 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, PPS1, PPS4, PPG13 and PPG24.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

This page is intentionally left blank

**SLOUGH BOROUGH COUNCIL**

**REPORT TO: PLANNING COMMITTEE**

**DATE: 27<sup>th</sup> February 2012**

**PART 1**  
**FOR INFORMATION**

**Planning Appeal Decisions**

*Set out below are summaries of the appeal decisions received recently from the Planning Inspectorate on appeals against the Council's decisions. Copies of the full decision letters are available from Democratic Services on request. These decisions are also monitored in the Quarterly Performance Report and Annual Review.*

**WARD(S) ALL**

<b>Ref</b>	<b>Appeal</b>	<b>Decision</b>
P/05283/005	<p>7a Richmond Crescent</p> <p>LAWFUL DEVELOPMENT CERTIFICATE FOR EXISTING SINGLE STOREY REAR EXTENSION WITH PITCHED ROOF</p> <p><i>The Appeal Inspector agreed with the Council that the extension that exists is materially different in depth, overall height and construction to the conservatory that previously existed. It is also apparent, contrary to what is asserted by the appellant's agent, that the shed structure has been demolished and the blockwork walls have not only been raised in height but built out well beyond the extent of the pre-existing blockwork walls which formed part of the conservatory.</i></p> <p><i>The Appeal Inspector also agreed with the Council that "Based on the evidence before me, I have no doubt that the operations do not fall within any of these categories. The extension that existed has not simply been maintained, improved or altered but radically modified and extended to create a structure of a materially different form and construction. On this basis, it is not necessary to go on to consider the test in S55(2)(a)(ii) as I conclude that the building operations that have taken place are outside the scope of the first part of S55(2)(a) and therefore amount to the development of land".</i></p> <p><i>The Appeal Inspector further agreed with the Council that "From the evidence provided it is apparent that the works on the extension were going on at least until September 2008 (building materials receipts from that month verify); on this basis the extension had not been completed 4 years before the date of the LDC application – that is by 14 April 2007. So no immunity occurs for this reason".</i></p> <p><i>However, notwithstanding the fact that the Appeal Inspector agreed with the Council on three counts, he concluded that the extension had been constructed during the period before the current permitted development regulations came into force on 1st October 2008 and assessing the extension against the previous permitted development regulations concluded that "Bringing these findings together, the extension falls within the terms of Class A of the 1995 GPDO and was therefore permitted development at the time that works commenced prior to 1 October 2008.</i></p>	<p><b>Appeal Allowed</b></p> <p><b>13<sup>th</sup> January 2012</b></p>

P/15114/000	49a Elmshott Lane  ERECTION OF A PART SINGLE STOREY PART DOUBLE STOREY SIDE EXTENSION WITH PITCHED ROOF ERECTION OF A SINGLE STOREY REAR EXTENSION WITH PITCHED ROOF	Appeal Dismissed  16 <sup>th</sup> January 2012
P/15057/001	133 Upton Court Road  ERECTION OF A SINGLE STOREY SIDE AND REAR EXTENSION WITH PITCHED ROOF	Appeal Dismissed  16 <sup>th</sup> January 2012
P/10768/001	Nursery Cottage, High Street, Colnbrook  CHANGE OF USE OF BUILDING FROM ITS CURRENT UNAUTHORISED USE AS A HOUSE IN MULTIPLE OCCUPANCY TO GUEST HOUSE (CLASS C1)	Appeal Dismissed  3 <sup>rd</sup> January 2010
P/14217/001	19 Sherborne Close  RETROSPECTIVE APPLICATION FOR THE RETENTION OF A SINGLE STOREY FRONT EXTENSION WITH MONO PITCHED ROOF  Planning permission was refused on the grounds that:  The front extension when combined with the existing porch by virtue of its scale, bulk and visual dominance represents an overly dominant feature which detracts from the character and appearance of the original house and that of the general street scene contrary to Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document - December 2008, Policies EN1, EN2 and H15 of The Adopted Local Plan for Slough, 2004; Council's Residential Extensions Guidelines, Supplementary Planning Document, 2010.  The Inspector concluded that:  <i>"The extension uses materials in keeping with the house and the surrounding area and respects the existing building line. The design is a considerable improvement on the previous front extension and meets the quality standards called for by the policies. The extension does not dominate the front of the house or look out of keeping with it."</i>  <i>"There are other full-width front extensions in Sherborne Close, but they do not form the predominant character of the street. However, many of the houses have been altered at the front and the street scene does not have a uniform appearance. The extension blends in well with the current surroundings and does not harm the street scene."</i>	<b>Appeal allowed subject to conditions</b>  <b>19<sup>th</sup> January 2012</b>



**MEMBERS' ATTENDANCE RECORD 2011/12**  
**PLANNING COMMITTEE**

COUNCILLOR	20/06/2011	02/08/2011	08/09/2011	25/10/2011	01/12/2011	11/01/2012	27/02/2012	28/03/12	10/05/12
Bains	P	P	P	P	P	P			
Carter	P	P	Ap	P	P	P			
Dale-Gough	P	P	P	Ap	P	P			
Dodds	Ap	P	P	P	P	P			
O'Connor	P	P	Ap	Ap	P	P			
Plimmer	P	P	P	P	P	P			
Rasib	P	P	Ap	P	P	P			
Strutton	P	P	P	P* (from 6.33pm)	P* (from 6.35pm)	P			
Swindlehurst	P	P* (from 6.40pm)	P	P	P* (from 7pm)	P			

P = Present for whole meeting  
 Ap = Apologies given

P\* = Present for part of meeting  
 Ab = Absent, no apologies given

This page is intentionally left blank