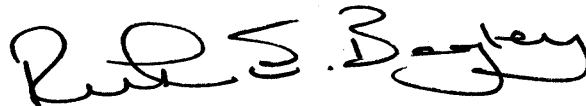


Date of issue: 28th August, 2012

MEETING	PLANNING COMMITTEE (Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib, Sharif, Smith and Swindlehurst)
DATE AND TIME:	WEDNESDAY, 5TH SEPTEMBER, 2012 AT 6.30 PM
VENUE:	SAPPHIRE SUITE 5, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	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.

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
CONSTITUTIONAL MATTERS			
1.	Declaration of Interest (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 Meeting held on 26th July 2012	1 - 4	
3.	Human Rights Act Statement	5 - 6	
PLANNING APPLICATIONS IN THE EASTERN PART OF THE BOROUGH			
4.	P/00427/005 - 19 Willoughby Road, Slough	7 - 22	Langley St Mary's
5.	P/01036/038 - Land at rear of St Bernards Preparatory School, Hawtrey Close, Slough	23 - 42	Langley St Mary's
PLANNING APPLICATIONS IN THE WESTERN PART OF THE BOROUGH			
6.	P/02114/019 - Slough and Eton CE School, Ragstone Road, Slough	43 - 58	Chalvey
7.	P/15336/000 - 51 Mildenhall Road, Slough.	59 - 64	Baylis & Stoke
8.	S/00072/001 - Land rear of 24, 26 & 28 Northborough Road, Slough.	65 - 78	Farnham
9.	Local Development Framework: Annual Monitoring Report 2011/2012	79 - 86	All
MATTERS FOR INFORMATION			
10.	Appeal Decisions	87 - 90	-

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 Thursday, 26th July, 2012.

Present:- Councillors Carter (Chair), Dar, Hussain, O'Connor, Plenty, Rasib (Vice-Chair), Sharif (arrived at 7.07pm) and Smith

Also present under Rule 30:- Councillor Parmar

Apologies for Absence:- Councillor Swindlehurst

PART I

11. Declaration of Interest

Councillor Carter declared that he had received an email from an objector, Mrs Rita McCarthy, regarding item 4 of the agenda, Montem Primary School, Chalvey Grove, Slough.

12. Minutes of the Last Meeting held on 19th June 2012

Resolved: - That the minutes of the Planning Committee meeting held on 19th June 2012 be approved as a correct record.

13. Human Rights Act Statement

Noted.

14. Amendment Sheet

Details were tabled in the amendment sheet of alterations and amendments received to applications since the agenda was circulated. Committee members were given the opportunity to read the amendment sheet.

Oral representations were made to the Committee by an objector, Mrs Rita McCarthy, Mr McGeachie, Headteacher of Montem Primary School and Ward Councillor Parmar, prior to planning application S-00004-010 - Montem Primary School, Chalvey, Grove, Slough.

Resolved:- That the decision be taken in respect of the planning applications as set out in the amendment sheet tabled at the meeting and subject to any further amendment and conditions as agreed by the Committee.

15. S-00004-010 - Montem Primary School, Chalvey Grove, Slough

Application:	Decision:
S-00004-10 – New School Building (782 SQM) with car park accessed from Weekes Drive.	Delegated to the Head of Planning Policy and Projects for the completion of a Council planning obligation undertaking.

(Councillor Sharif did not vote or participate in the discussion on the above item)

Planning Committee - 26.07.12

16. S/00685 - Land Adjacent 71 Weekes Drive, Slough

Application:	Decision:
S/00685 – Demolition of existing communal bin store and erection of three storey 5 no. bedroom family home, plus extension of existing parking lay-by in front of application site.	Approved with conditions.

17. Slough Accredited Planning Agents Scheme

The Committee was presented with a report requesting authorisation for an accredited agent scheme, which would be linked with the existing 'Buy with Confidence' scheme, operated by Trading Standards. The purpose of the Scheme was to allow the planning applications of accredited agents to be 'fast-tracked' through the validation process. The scheme would only be applicable to householder consent applications. Officers also requested that Members approve the consultation on a 'validation Checklist for Householder Consents'.

In response to a number of questions, officers advised that agents would be required to pay a one off fee of £25 to become a member of the 'Buy with Confidence' scheme and would be required to submit 5 consecutive accurately and fully completed applications prior to be accepted as an accredited agent.

Resolved: -

- (a) That the Head of Planning Policy and Projects be authorised to publish the Validation Checklist: Householder Consents for public consultation for a period of 8 weeks as soon as is practicable;
- (b) That the results of the public consultation be reported back to the Planning Committee and that the final document then be recommended for adoption;
- (c) That the Head of Planning Policy and Projects be authorised to make minor drafting or typographical changes to the content of the document and list, if required; and
- (d) That the Head of Planning Policy and Projects be authorised to commence an Agent Accreditation Scheme for householder applications.

18. Appeal Decisions

Resolved – That the report be noted.

Planning Committee - 26.07.12

19. Members Attendance Record

Resolved -That the report be noted.

20. Date of Next Meeting - 5th September 2012

Noted.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.30 pm)

This page is intentionally left blank

The Human Rights Act 1998 was brought into force in this country on 2nd 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

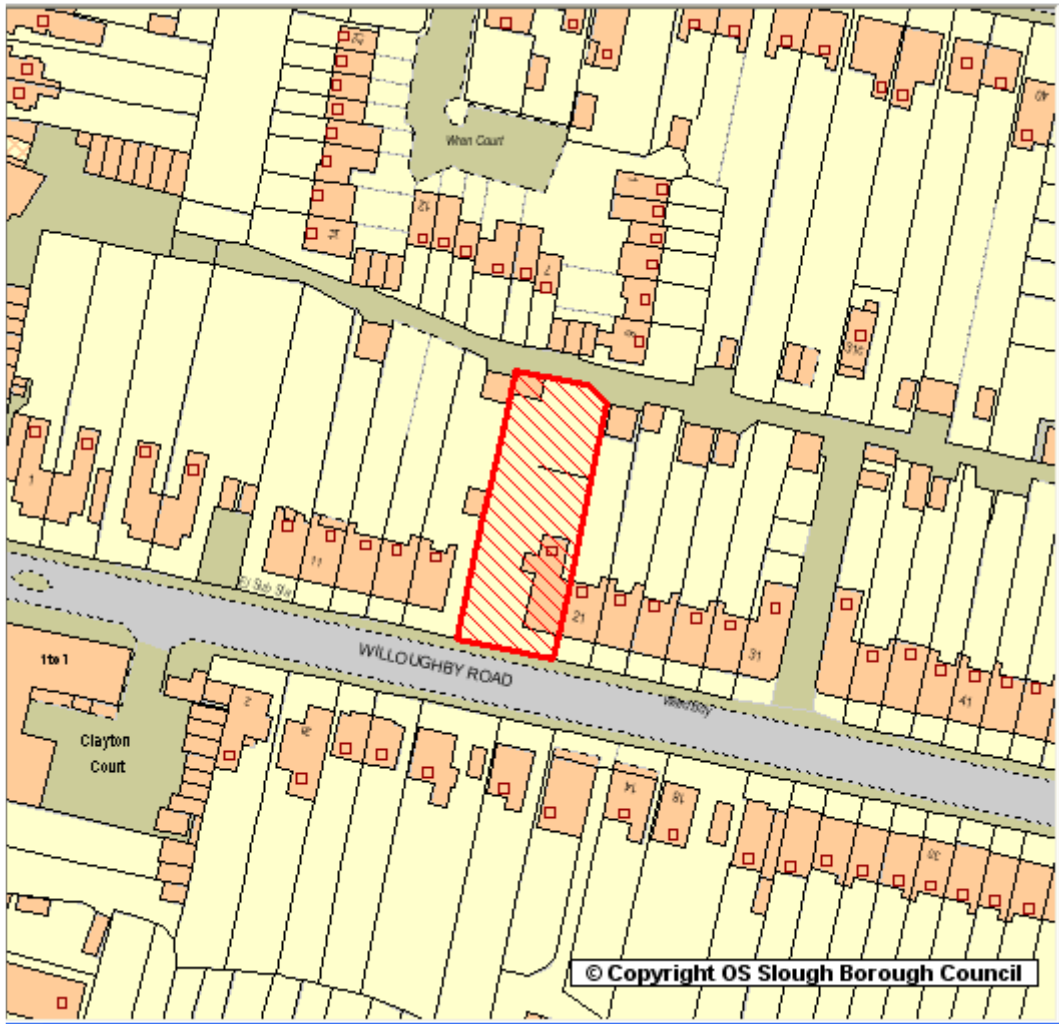
	USE CLASSES – Principal uses
A1	Retail Shop
A2	Financial & Professional Services
A3	Restaurants & Cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1 (a)	Offices
B1 (b)	Research & Development
B1 (c)	Light Industrial
B2	General Industrial
B8	Warehouse, Storage & Distribution
C1	Hotel, Guest House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

	OFFICER ABBREVIATIONS
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:	21-May-2012	Applic. No:	P/00427/005
Officer:	Ian Hann	Ward:	Langley St. Marys
		Applic type:	13 week date:
Applicant:	Mr. J Pelton, James Daniel Construction Developments		
Agent:	N Broderick, NMB Planning Ltd 124, Horton Road, Datchet, Slough, SL3 9HE		
Location:	19, Willoughby Road, Slough, SL3 8JH		
Proposal:	ERECTION OF TWO STOREY SIDE EXTENSION WITH PITCHED ROOF, PART TWO STOREY / PART SINGLE STOREY REAR EXTENSION WITH CROWN TOP / FLAT ROOF, REAR FACING DORMER WINDOW WITH FLAT ROOF TO FACILITATE HABITABLE ACCOMMODATION IN ROOF SPACE AND CONVERSION OF BUILDING TO 4 NO. TWO BED FLATS AND 1 NO. ONE BED FLAT WITH ASSOCIATED PARKING		

Recommendation: Refuse



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 is a minor planning application which would normally be determined by Officers under the approved scheme of delegation. However the application has been called in for determination by Planning Committee on the request of Cllr Coad and Cllr Abe who consider the proposals to be out of keeping within the streetscene, constitutes over development and would have a huge impact on traffic and parking, already extreme in Willoughby Road.

PART A: BACKGROUND

2.0 **Proposal**

2.1 Planning Permission is sort for the erection of a two storey side extension and a part two storey / part single storey rear extension, together with a rear facing dormer window, to provide 4No. two bedroom flats and 1No. one bedroom flat.

2.2 The proposed side extension would have a width of 2.2m, depth of 11.4m and a height of 5.7m to ridge height and 7.9m to ridge height. The proposed rear extension would have a depth of 6.6m at ground floor, and 3.3m at first floor, width of 10.8m and a height of 5m to eaves level and 7m to ridge height. The proposed rear facing dormer window would have a height of 1.8m, width of 3.4m and would protrude 2.8m from the original roof line.

2.3 The proposed building would fill a lot of the site allowing for a vehicle access to the side and access to the parking area at the rear of the site. Pedestrian access to the building would be provided from the front of the building.

2.5 The building would comprise:

- The entrance to the property, vehicle entrance and the front of the site with the cycle storage, bin storage and 7No. car parking spaces to the rear of the building. Within the building 2 no. two bedroom flats are located at ground floor level;
- 2No. two bedroom flats at first floor;
- 1No. one bedroom flat at second floor level which is within the roof of the building.

2.6 The flats would be accessed via a secure communal entrance and

corridor at ground floor level leading to stair access providing access between the levels. Access to the cycle and bin store for servicing would be via the side access leading to the rear of the property.

3.0 **Application Site**

3.1 The site is a rectangular site to the north of Willoughby Road. The site is 47m deep and the road frontage is 16.5m wide.

3.2 The site is currently occupied by an end of terrace two storey pitched roof building with commercial office uses at ground floor level and a single 1 bedroom residential unit above with additional commercial office space. There is a vehicle access to the side of the building allowing access to the yard area at the rear of the property.

3.3 The site is adjoined by two storey residential buildings to the east and detached residential properties to the west and opposite to the south. To the north of the site at the rear of the yard area is a small access road with additional residential flats beyond it.

3.4 The site is located approximately 14 to the west of the Langley District Shopping Centre as defined in the proposals map for The Local Plan for Slough 2004.

4.0 **Site History**

4.1 Planning permission was approved for a detached dwelling on the land to the side of the applicant property in June 1956 but has not been implemented and has now expired (P/00427/000).

4.2 Planning permission was refused for a single storey rear extension in March 1969 due to its impact on the amenities of the neighbouring residential property and the intensification of the unlawful office use that was ongoing at that time (P/00427/001).

4.3 A Certificate of Lawful development for the existing B1(A) Office Use was granted in July 1995 (P/00427/002).

4.4 More latterly planning permission was granted for the parking of 2 mobile work units in March 1996 (P/00427/003) and for a 2m close boarded fence and gates in July 2006 (P/00427/004).

5.0 **Neighbour Notification**

5.1 8, 10, 12, 17, 21, Willoughby Road, Slough

6, 7, 8 Wren Court, New Road, Slough

Two letters of objection have been received from local residents raising the following issues:

- The development will add to the numbers of cars already using a small, narrow residential road.

RESPONSE : This is a material planning consideration and is considered in the report below.

- Additional parking will overspill onto Willoughby Road from residents, visitors etc reducing further still the existing limited parking provision on Willoughby Road.

RESPONSE : This is a material planning consideration and is considered in the report below.

- The proposed development will result in a loss of privacy to neighbouring properties.

RESPONSE : This is a material planning consideration and is considered in the report below.

- The proposed development will result in a loss of day light to the neighbouring property.

RESPONSE : This is a material planning consideration and is considered in the report below.

- The proposed development will result in an increase to traffic and residents leading to additional noise nuisance.

RESPONSE : This is a material planning consideration and is considered in the report below.

- The proposed development would result in overdevelopment of the site and would be out of character to the surrounding character of the area.

RESPONSE : This is a material planning consideration and is considered in the report below.

- The applicant owns other properties in Willoughby Road and the use of these properties result in additional parking issues and impacts from noise traffic movements, loss of privacy and issues with bins.

RESPONSE : This application only covers the proposals as have been lined out and other developments can not be considered under this application.

- Fear that additional land owned by the applicant will be used to build multi occupancy dwellings on.

RESPONSE : This application only covers the proposals as have been lined out and other developments can not be considered under this application.

- Similar residential properties should be provided along the lines to those within the area and not flats.

RESPONSE : This is a material planning consideration and is considered in the report below.

- The trees previously on the site have been felled
RESPONSE : Trees that are not protected by Tree Preservation Orders or within Conservation Areas can be felled without permission as has happened in this case.
- The proposals are not in keeping with the original design of the building.
RESPONSE : This is a material planning consideration and is considered in the report below.
- The proposals provide limited scope for landscaping.
RESPONSE : This is a material planning consideration and is considered in the report below.

In addition to the above a petition has been presented as signed by 22 people objecting to the application due to the increase in traffic resulting in increased noise and pollution, increased parking issues, loss of privacy and overlooking.

6.0 **Consultations**

6.1 **Highways and Transport**

This is a proposal to convert and extend an existing commercial building at ground floor containing 90m² of B1 office and a 1 bedroom flat at first floor level to 4 two bedroom flats and 1 studio flat. The rear of the site is used for storage and car parking separate to the B1/residential use.

Car Parking

It is proposed to provide 7 car parking spaces – 1 per flat plus two visitor spaces, although it is stated that the spaces will be for communal use. The Slough Local Plan parking standards require the provision of 8 spaces for this development, and therefore there is a shortfall of 1 space. There is a high demand for on-street parking on Willoughby Road, but it is noted that the majority if not all of the properties on the north side of Willoughby Road between its junction with High Street and Kennet Road have rear vehicular access via a service road.

The applicant has made a case that as the site is located within easy walking distance of the local shopping area of Langley and Langley Station and close to local bus stops and therefore the guidance containing within Policy T2 of the Slough Local Plan which allows for a “lower parking provision in residential schemes which are well served by public transport or where acceptable higher densities are being sought in order to optimize the use of housing land”. Given that the proposed spaces are communal and are therefore not allocated to individual flats I am willing to accept the slight shortfall in parking subject to two conditions:

Firstly if a residents parking scheme is implemented on Willoughby road or in the surrounding streets then residents of this development would be excluded from applying for a permit; and

Secondly, the spaces must remain as communal and should not be allocated to individual flats.

Access

The site has an existing vehicle crossover that measures approximately 10m in length. The submitted plans suggest that a vehicle crossover with a width of 4.8m is required, however this does not comply with the Council's adopted vehicle crossover policy. Therefore the submitted plans will need to be amended the plans

Provision of Vehicular Crossovers must be in accordance with the Council's Provision of Vehicular Crossover Policy. In relation to the Policy there are four specific points that need to be taken into account and revised plans submitted:

- The maximum crossing size width will be 4 metres;
- In order to give priority to pedestrians, a crossover will need to be provided as means of access and not a bell mouth;
- The existing section of crossovers made redundant by the applicant's proposals must be removed and reinstated as standard footway construction. This should include a reduction in the vehicle access bar marking – please illustrate the section of crossover to be reinstated on the plans; and
- The revised plans should show the extent of the existing crossover which extends to the west to include No. 17 Willoughby Road.

Cycle Parking

A cycle store measuring 3m x 2m has been provided which will accommodate 6 cycles rather than 7 as stated. Given that there is an under-provision of car parking on this site I would expect the cycle parking provision to be improved such that individual cycle stores measuring 2m x 1m are provided for each apartment. There is sufficient space to achieve this where the current store is located by rotating the store to face onto the car park, which would provide better natural surveillance. The communal store does not provide suitable security for residents.

Refuse and Recycling Storage

A refuse storage area to contain x 2 eurobins is to be provided 27m from edge of the adopted highway. This is beyond the preferred maximum drag distance for eurobins of 15m and therefore the applicant is to make provision for a management company to move the bins closer to the higher on collection day and this is considered acceptable.

Trip Generation

It is considered that the conversion and extension of the building to flats would lead to a reduction in the number of person and vehicle trips being generated and therefore this is a beneficial impact of the development.

Recommendation

Subject to securing the following changes to the plans and they being re-

submitted prior to determination and securing the following conditions I would not raise a highway objection.

Conditions

1. The car parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained as communal spaces at all times in the future for this purpose.

Reason: To ensure that adequate car parking is provided to accord with Local Plan standards.

2. No occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with residential properties in accordance with Core Policy 7 of the Slough LDF 2006-2026.

3. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

4. 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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

Once the revised plans are agreed the following condition will apply

5. No other part of the development shall be occupied until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Informative(s) required

Should the application be revised in accordance with my comments the following informative(s) will apply.

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.

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

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

In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.

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

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

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.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1

National guidance

- National Planning Policy Framework (NPPF)

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 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
- Design and impact on street scene and character of area
- Impact to neighbouring residential properties / relationships to neighbouring buildings
- Standard of accommodation for future residential occupiers
- Amenity Space
- Parking / Highway Safety

8.0 Principle of use

8.1 The removal of a mixed use commercial / residential use and replacement by a wholly residential use would comply with NPPF in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the resolution of some fundamental issues such as scale, bulk and height of the development, design and environmental impacts that are considered in detail below.

8.2 Core Policy 4 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document – December 2008) states that: “In the urban areas outside the town centre, new residential development will predominantly consist of family housing.... There will be no net loss of family accommodation as a result of flat conversions, changes of use or redevelopment.” The Berkshire Strategic Housing Market Assessment has identified the need for family housing which reflects the disproportionate number of flats which have been completed in recent years.

8.3 These proposals would not see the loss of any family accommodation however it would provide flats outside of the defined Slough Town Centre and therefore would be contrary to Core Policy 4, that states all high density housing must be within that area and can not be considered to be acceptable.

8.4 Various Statutory Declarations have been provided by the Applicant to show that the first floor flat has always been in a residential use for a considerable period of time. While this might be so the applicant has not at this stage sort to establish the use through a formal determination of a Certificate of Lawful Use. In any event this would not provide a justification to extend and convert an extend the property to provide additional flats, for which policy objections exist. To this end it should be noted that during pre application discussions it was the opinion of officers that the existing building and the surrounding area should be redeveloped to provide two family dwellings and since the submission of the application this is still the preferred development suggestion

as it would provide family accommodation in an out of town centre location and the site is of a size to allow this to occur.

8.5 The Applicant has stated that flatted development would be acceptable on this site as it close to the District Centre and other flats have been approved in such areas. While it is not disputed that the site is in a sustainable edge of District Centre location the policy relating to flatted development is a “cliff face” based policy so as soon as a site falls outside of the Town Centre location then flatted development is not acceptable and this has been supported on appeal when edge of Town Centre developments have been dismissed on appeal. While other flatted development may have been permitted this would have been purely on the basis that the site would not be usable as family accommodation, such as with the development at 31 Willoughby Road where some additional flats have been approved where the commercial element of the building was retained therefore scuppering any prospect of family housing on the site. It is considered that this site could easily accommodate family housing via a new build house and conversion of the existing building and as a result a relaxation Core Policy 4 is not considered to be acceptable under this application. Furthermore the Council’s Guidelines for Flat Conversions states that “properties should be capable of conversion without the need for significant extensions” and therefore the proposed extensions would go against these guidelines due to the extensions to the property.

8.6 While it is accepted that Core Policy 5 supports the change of use or redevelopment of existing offices to residential uses, where appropriate, this does not prevail over all other policy, especially Core Policy 4, as all other policies would need to be complied with, which has not been achieved in this case as discussed above.

8.3 This site is not a site that has been identified in the Councils Land 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 **Design and impact on street scene and character of area**

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

9.2 NPPF advises that *‘Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people..*

9.4 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”.*

- 9.6 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.
- 9.7 The proposed side extension has been designed so that it is subordinate to the original building and in a style and design matching the original building and is considered to be in keeping with the existing building and the character and appearance of the area.
- 9.8 The proposed two storey element of the rear extension building has been designed with a pitched and hipped roof which is to incorporate the rear facing dormer window as if the roof was not hipped there would not be sufficient room for the dormer. Not only does this lead to a roof design which is out of keeping with is out of keeping with the original building and it’s pitched roof but also leads to visually awkward intersection between the roof of the extension and the dormer window where they visually collide into each other. This results in a form of development that has a detrimental impact upon the character of the existing building and has a detrimental impact upon the character of the area.
- 9.9 Section 2.1.5 of the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010 states that extensions should have a sense of proportion and balance both in its own right and in its relationship to the original building.... This is achieved by ... reducing the width of the extension (typically no more than 50 percent the width of the original dwelling, especially in the case of two storey extensions). This is further expanded upon in policy EX12 of the same policy to ensure that two storey / first floor extensions are proportion and visually subordinate to the original house they should not exceed 50% of the width of the original dwelling. The proposed rear extension at first floor level would have a width of 10.6m compared to the original buildings width of 10.4m and would therefore fail to be subservient to the existing building and will result in it being overly large and overbearing to the existing property and will have a detrimental impact upon the original house and the character of the area.
- 9.10 While it is acknowledged that the proposals would result in the area to the rear of the property becoming a parking area with small gardens and amenity area and that this would be at odds to gardens that are the predominate feature at the rear of the properties, it should be noted that the site is already laid to hardstanding and the change to a parking area would not have a detrimental impact upon the character of the area.
- 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 rear extension will be positioned so that it will come out to a depth of to a depth of 3.3m at first floor level and 6.6m at ground floor level, with a separation distance of 1.8m to the neighbouring property at No. 21. This is the same as the existing rear projections from the original building and will therefore have no detrimental impact in terms of loss of light or overbearing impact upon No. 21. As there are no side facing first floor windows there would be no loss of privacy to No.21 either. Some concern has been raised with regards to the proposed rear facing dormer window and the possible increased overlooking from this, however considering the first floor windows in the rear elevation the proposed dormer window would not result in increased overlooking.
- 10.5 The proposed side extension would have no detrimental impact upon the neighbouring property at No. 17 as there are no first floor side facing windows that serve habitable rooms that could result in overlooking (the only window in that elevation would just look at the blank side elevation of the neighbouring property and the extensions would not extend beyond the rear of this neighbouring property.
- 10.6 Some concern has been raised with regards to the increase in noise and disturbance from the property being used more intensively than its current use. Should planning permission be granted a condition could be added to any permission ensuring that appropriate sound proofing be incorporated into the building prior to its occupation to resolve any issues of noise disturbance.
- 10.7 It is therefore considered that the proposals would not have a detrimental impact on the living conditions of the existing occupants of the adjoining residential properties in accordance with Core Policy 8 and Local Plan Policy EN1.
- 11.0 **Standard of accommodation for future residential occupiers**
- 11.1 The Council’s approved Guidelines for Provision for flat conversions, 1992 requires a minimum room size for the type of development proposed. The guidelines state that living areas (sitting and dining) for 1 bed room flats requires an area of 14.86m², kitchen areas require 5.57m and bedrooms require 11.14m² and for 2 bedroom flats living areas require an area of 16.72m², kitchen areas require 5.57m and bedrooms require 11.14m² and 6.5m². The rooms for the proposed buildings comply with the guidelines apart from the bedroom in the roof space and the living room on the first floor although would be at a level where it would not be considered reasonable to refuse the application on these small shortfalls.
- 11.2 The window in the side elevation serving the bedroom in the roofspace faces onto the blank elevation of the neighbouring property some 9.5m away and

thereby providing a form of outlook that may have a detrimental impact upon the amenities of the occupiers of this flat although this could be overcome if the internal layout is changed and it would therefore be unsustainable to refuse the application on this basis.

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 flats with no real usable amenity area with only 2 small private gardens for the ground floor flats and a small amenity area for the other flats measuring 19.2m². Although not ideal it would not form a basis for refusal of the application as the site is within a location where it is easy to close reach to publicly accessible amenity areas, such as at Langley Memorial Grounds which is approximately 112m from the application site.

12.4 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 would be required to provide a total of 8 parking spaces for a development of this type and with the provision of 7 spaces there is an overall shortfall of 1 parking space. Considering the sustainable location of the site close to a District Centre and in close proximity to the railway station, bus routes and other facilities, there is no objection in principle to the development providing a shortfall of 1 parking space subject to appropriate cycle parking which can be secured via condition if planning permission was to be granted.

13.5 The proposed development is not considered to have any impact on highway

capacity or safety, subject to the crossover being amended in line with the recommendations of the Council's Transport Consultant. Amended plans have been submitted in response to the comments that has been received from the Council's highways consultant and any additional comments will be reported on the amendment sheet.

14.0 **Summary and Conclusions**

14.1 Having considered the policy background and the comments from neighbours and consultees it is recommended that the proposals fail to meet the required criteria in terms of the type of accommodation provided and the proposed design, mass and bulk of the proposals would have a detrimental impact upon the original building and the character of the area and the application should be refused for the reasons set out below.

15.0 **PART C: RECOMMENDATION**

15.1 **Refuse.**

PART D: REASONS FOR REFUSAL

1. The proposal fails to comply with Core Policy 4 of the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document – December 2008), which requires development in urban areas outside of the town centre to consist of family housing.
2. The proposed rear extension by virtue of its width and bulk would result in an overly large and overbearing extension, that would fail to be subordinate to the main dwelling, to the detriment of visual amenity and established character of the existing building and wider area contrary to, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Policies H15, EN1 and EN2 of The Adopted Local Plan for Slough 2004 and guideline EX11 and EX15 of The Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.
3. The proposed development would result in an awkward visual junction between the dormer window and the proposed two storey rear extension to the detriment of visual amenity and established character of the existing building and wider area contrary to, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Policies H15, EN1 and EN2 of The Adopted Local Plan for Slough 2004 and guideline EX11 and EX15 of The Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.

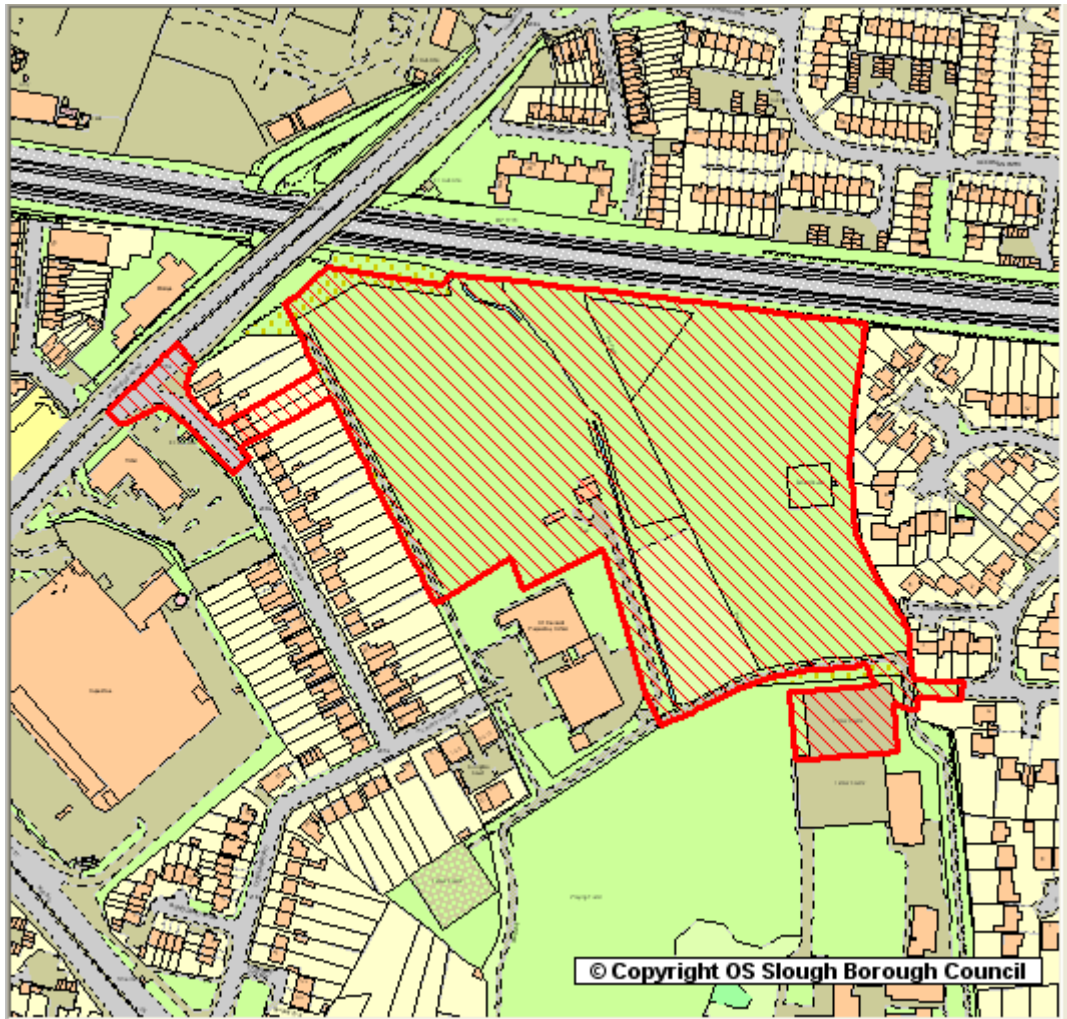
INFORMATIVE(S):

The development hereby refused was submitted with the following plans and drawings:

- (a) Drawing No. 326 1, Dated Nov 2011, Recd On 21/05/2012
- (b) Drawing No. 326 2 B, Dated Apr 2011, Recd On 15/08/2012
- (c) Drawing No. 326 3, Dated Apr 2012, Recd On 21/05/2012
- (d) Drawing No. 326 4, A Dated May 2011, Recd On 15/08/2012

Registration Date:	30-Apr-2012	Applic. No:	P/01036/038
Officer:	Mr. Albertini	Ward:	Langley St. Marys
		Applic type:	Major
		13 week	30th
		date:	
Applicant:	Mrs. L Probyn, Linden Homes Chiltern Ltd		
Agent:	Ms. N Broderick, NMB Planning Ltd 124, Horton Road, Datchet, Slough, SL3 9HE		
Location:	Land at R/O, St Bernards Preparatory School, Hawtrey Close, SL1 1TB		
Proposal:	THE ERECTION OF 117 NOS. RESIDENTIAL DWELLINGS (COMPRISING 10 NOS. ONE BED APARTMENTS, 14 NO. TWO BED APARTMENTS, 1 NO. TWO BED FLAT ABOVE GARAGE, 42 NOS. THREE BED HOUSES, 37 NOS. FOUR BED HOUSES AND 13 NOS. FIVE BED HOUSES) WITH VEHICULAR ACCESS FROM DOLPHIN ROAD FOLLOWING DEMOLITION OF THE EXISTING PROPERTIES AT NOS. 82 AND 84 DOLPHIN ROAD. TOGETHER WITH VEHICULAR ACCESS FROM FOXHERNE; THE CREATION OF FORMAL PLAYING FIELDS ALONGSIDE ST. BERNARDS PREPARATORY SCHOOL; PROVISION OF PUBLIC OPEN SPACE; REMODELLING OF DATCHET STREAM; LANDSCAPING; ASSOCIATED CAR PARKING; AND RELOCATION OF TENNIS COURTS AT ST BERNARD'S SCHOOL		

Recommendation: Delegate decision to the Head of Planning Policy and Projects



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to HPPP for a Section 106 agreement.

PART A: BACKGROUND

2.0 **Proposal**

2.1 The 117 home proposal has been revised to include 47 affordable homes. The overall mix of homes now comprises :

10 one bedroom flats (all affordable)
15 two bedroom flats (14 affordable)
42 three bedroom houses (16 affordable)
37 four bedroom houses (7 affordable)
13 five bedroom houses.

2.2 A mixture of two and three storey terraced, semi detached and detached houses are proposed plus a 4 storey flat block near the northern boundary in the middle of the site. The car parking ratio is 2.1 parking spaces per home. The development density (excluding school land) is 39 dwellings per hectare excluding open space/flood land or 33 dwellings per hectare inclusive of it.

2.3 The proposal includes a replacement playing field for the preparatory school; 0.6 hectares of public open space and realignment of the stream. The latter involves making the rather straight stream take a more natural alignment. In addition there will be some ground works in the middle of the site associated with controlling flood water. As part of the landscaping scheme wildlife habitat will be created in particular around the stream and includes removal of an invasive plant species. Trees along the north boundary will be retained together with most of the mature trees on other boundaries. The burial ground will be retained.

2.4 The main access will be from Dolphin Road in place of a pair of semi detached houses. A secondary access for 25 houses will be formed by extending Foxherne over part of the vacant building plot previously part of the garden of 9 Foxherne. Construction of this access will involve moving a tennis court within the Grammar School grounds and forming an embankment for the extended road. Car access between the two access points will be prevented by bollards at the end of the extended Foxherne road. Cycle and pedestrian access through the site will be allowed and an associated right of way is proposed where roads are not adopted.

2.5 Associated with the Dolphin Road access is the re-opening of access from Uxbridge Road southbound into Dolphin Road and allowing two way traffic up to the site entrance. Dolphin Road is

currently one way north/westbound with an exit southbound to the roundabout. It also has parking places on one side of the road. The new site access junction would give priority to traffic to and from the site rather than north/west bound Dolphin Road traffic. 8 kerb side parking places affected by the access arrangements would be replaced on the access road as it runs through the site of 82 and 84 Dolphin Road to the School site.

- 2.6 Traditional brick and tiled roof homes are proposed. Render will be used on some houses at ground floor level and on upper floors of flats. Some tile hanging or weather boarding will also be used. The flat block will have low pitched roof. Design details include steep pitch gabled roofs, flat roof porches, two styles of window head, full balconies for houses overlooking the open space and for some flats.
- 2.7 Most parking will be in the form of kerb side or frontage parking. Some garages and car ports are also proposed. Most parking will be visible from or near the associated homes with one gated parking courtyard between dwellings proposed.
- 2.8 For the 3 houses next to the east boundary, near existing homes, 2 storey homes are proposed. Most of the other homes will be 3 or 2 and half storey.
- 2.9 Code for sustainable homes level 3 is to be achieved and energy saving measures to be incorporated. All houses will have water butts.
- 2.10 The applicants are offering 30% social rent houses and flats and 10% shared ownership flats for the affordable housing. They have also agreed a financial contribution towards education facilities and transport works related to the development. The original submitted scheme proposed about 30 % affordable housing and a larger financial contribution.
- 2.11 Supporting information submitted with the application includes a design and access statement, planning statement, a transport assessment, draft residential travel plan, ecology studies and associated mitigation scheme for slow worms, tree survey and tree protection, flood risk assessment, soil investigation, noise report, landscape details, statement of community involvement, sustainability statement, and utility constraints report.
- 2.12 The revised layout has not affected the number of homes nor positioning of homes near the boundaries. The revisions reduce the size of a house near the east boundary and clarify tree positions and tree loss near the east boundary. Adjacent houses have been notified of the changes but the consultation period runs out after the date of the Committee meeting.

3.0 **Application Site**

- 3.1 Of this 4.94 hectare site most is private rough grassland or playing field for the Preparatory School all in the control of the Bernadine Sisters. The rest of the site comprises a pair of semi detached houses with associated gardens on Dolphin Road; a vacant plot formerly part of 9 Foxherne's garden and the north east corner of St. Bernard's Grammar School. The latter has a tennis court within it. There is no public access to the site. The Sisters had used the grassland area for growing vegetables, an orchard and pasture a few years ago.
- 3.2 Large mature trees line the northern boundary beyond which is the railway. Uxbridge Rd bridge embankment lies directly to the west which is tree lined. Other trees, many mature, and bushes line much of the west, south and east boundary. The east boundary has fewer mature trees but a substantial number of small trees and bushes form an intermittent strip of vegetation. There are also trees and hedges within the rough grassland area.
- 3.3 The site slopes gently from east to west dipping near the stream and slopes from north to south at the east end. There is a perimeter track on the south and east side of the site which, near the south east corner, is below the level of the adjacent houses.
- 3.4 Beyond the west boundary lie long rear gardens (35m approximately) of Dolphin Rd houses. Beyond the east boundary are houses in Gilmore Close and Locke Gardens. Gardens lengths vary between about 11 and 14 metres but several about the site at an angle. This results in the corner of some homes being 5 or 7 metres from the site boundary. One home has a house extension flank wall close to the site boundary. There is a gap between the site boundary and rear garden fences of about 2 metres along most of the east boundary. Beyond the south boundary are tennis court and playing fields of St. Bernard's convent with new and old school buildings beyond.
- 3.5 The single storey preparatory school building sites just beyond the south west boundaries of the site. A stream dissects the site from the north to the south part of which is culverted. There is a small burial ground associated with the former convent near the east boundary.
- 3.6 The older buildings of the Grammar school to the south are Listed Buildings. The Grammar School grounds form the core of the St. Bernard's Conservation Area. A small slither of the application site falls within the Conservation Area.
- 3.7 The centre of the site is about 1.25 km walking distance from the centre of the High Street. The railway station is a slightly longer walk.

4.0 **Site History**

- 4.1 Relocation of Preparatory School; Approved 1981 (subsequently merged with the infant school which was already on the site)
- 4.2 9 Foxherne - Erection of house in part of garden Approved March 2009 and permission renewed January 2012. (P/04761/002 & /004)
- 4.3 Adjacent site : 86-90 Dolphin Rd. - Demolition of houses & erection of block of flats with access road to parking at rear. Approved (outline) Feb 2008 (P/10382/003). Reserved matters details subsequently approved April 2011 (P/10382/004).
- 4.4 Adjacent Site : 86 & 88 Dolphin Rd.- Demolition of houses and erection of pair of semi detached homes with access to rear parking. Refused Feb 2011 (P10382/006)
- 4.5 82, 84 & 90 Dolphin Rd - Demolition of houses and erection of house on No. 90 and major access road on 82/84. Agreed in principle but subject to a Section 106 agreement. That agreement to include a requirement that number 90 is redeveloped for only one house rather than being used for part of the permitted development of 9 flats with access road. (P/10382/005).

5.0 **Neighbour Notification**

- 5.1 Dolphin Road 40 – 90 ev 25 – 55 odd 1-21, 23 (Flats 1-4), 12-38 ev
Hawtrey Close 2, 4, 6, 8.
Uxbridge Rd. 76
Langley Rd. St. Bernard's Grammar School
Gilmore Close 13 – 26 incl. 52, 53, 54
Locke Gardens 1 – 7 odd, 2 – 6 ev
Foxherne 1 – 9 odd
- 5.2 **Public Notice** – Slough Express and at access points on site.
- 5.3 **Petition** received with 105 signatures objecting to the proposal on grounds that the secondary access to the site will result in the “quiet cul de sac will become a very busy thoroughfare”.
- 5.4 25 letters of objection received (4 from the south west side of the site and 21 from east side). Concerns raised are summarised below. The most common concerns relate to :
- Traffic
 - Strain on resources/local infrastructure (e.g.: education and health)
 - Noise

- Pollution
- Scale of development (3 storey; too dense; not like neighbouring area etc.)

5.5 Particular concerns raised about traffic are (most common at top of list) :

- Affect on existing/create congestion.
- Affect on existing junctions e.g. : Langley Rd/Turner Rd and. Langley Rd/Middlegreen Rd.
- Road/pedestrian safety risk increased.
- Extra traffic from Waterside Grange (new housing on Middlegreen Trading Estate site) using same roads.
- St. Bernard's Grammar School traffic already affects congestion and results in parking on Turner Road etc.
- Existing kerbside parking not enforced.
- Extra traffic on quiet/residential roads.
- Dolphin Road – will be used by much traffic returning to site rather than Uxbridge Rd (southbound) approach.
- Prefer Dolphin Rd traffic has priority at new site junction.
- Risk of traffic trying to use Dolphin Rd wrong way eastbound (if new southbound access created from Uxbridge Rd).
- Rat run will be created through the site.
- Bollards protecting through (car) access might get removed.
- Should create through road to reduce impact on Dolphin Rd.
- Question how traffic assessment carried out.

5.5 Other concerns raised by more than one person :

- Not enough parking; risk of parking on adjacent streets.
- Proximity of new homes (or access road) to existing - affect on privacy/shading/garden; building separation distances vary between west and east sides of site.
- Link to Foxherne will create short cut for pedestrians and attract non residents; risk of nuisance and easy criminal access.
- Loss of wildlife
- Use empty offices for housing.
- Will change character of area.
- Loss of green/open space/playing field - long term affects & contrary to policy.
- Tree loss & who will maintain boundary trees.
- Limited notification of application to homes near site.

5.6 Other particular concerns raised :

- Garden of 9 Foxherne sold on basis it would be used for garden of a single new home not access road.
- Existing street parking will affect emergency access to site.

- Can't consider development in isolation
- Development contrary to policy re flood risk;
- Worsen air quality in nearby air quality management area (A4).
- Conservation Area violated against policy.
- It is not an allocated development site.
- Memorial garden – risk of misuse if more accessible.
- Affect value of properties

6.0 **Consultation – within the Council**

6.1 Transport/ and Highways -

Proposal acceptable subject to planning conditions and securing through a Section 106 Agreement off site access related works, change to Dolphin Road parking arrangements, a right of way through the site, a restriction on an adjacent development being implemented and a package of measures to mitigate the impact of the development comprising off site highway and transport works and a travel plan. to in addition. Highway layout comments are addressed in revised scheme See Section 9 below for details.

6.2 Drainage- Share Environment Agency's initial concerns re flood risk. Drainage strategy needs clarifying. Details of surface water drainage scheme to be covered by condition.

6.3 Environmental Protection – soil investigation report noted; request condition to cover further study and remediation scheme if necessary for pollution identified. Some isolated pollution has been identified on part of the site believed to be connected with gas works waste washed down by the stream in the past.

6.4 Neighbourhood Enforcement – proposal to deal with rail noise acceptable in principle. Condition to be applied to cover detail including ventilation of homes near railway.

6.5 Housing – seek normal requirement of 30% social rent and 10% shared ownership. Would prefer some 3 bedroom shared ownership but prepared to accept the revised mix now that it covers the requested 40 %. Affordable Housing to be provided in accordance with Council's normal provisions.

6.6 Education – seek normal contributions.

6.7 Parks – open space and play proposal acceptable in principle. If the land is to be transferred to the Council agreement will be needed about details, quality of work, liabilities and maintenance arrangements etc.

6.8 Tree Officer – The proposal will result in retention of most of the

important trees. Loss of a good mature Lime tree to create access towards Dolphin Road regrettable. Loss of two good Lime trees for the Foxherne access acceptable on the basis that the rest of the row of Limes will remain. It should be noted that some homes are close to large south boundary trees that will shade gardens. There is scope to relocate some smaller trees that will be lost to the proposed open areas and for the open space to have new specimen trees to replace the 3 large trees lost. On the east boundary replacing young elm with new more permanent trees is a reasonable proposal. Tree protection scheme to be covered by condition.

7.0 Consultation – external

7.1 Environment Agency – object. Progress made regarding withdrawal of objection. Further information has been provided to the Agency. Issues are detail re capacity of site to store flood water, protection of groundwater, enhance ecology, waster quality and options to open up culvert.

7.2 Thames Water – No objection. Highlight that two sewers cross the site for which piling nearby needs to be controlled.

7.3 Network Rail – no objection. Recommend various restrictions and good practice re works near the railway.

7.4 Crossrail – no response. The site does not overlap with Crossrail work sites.

7.5 Thames Valley Police – recommends varies alterations that have been substantially incorporated in revised proposals.

7.6 Archaeology – request investigation on the site. To be covered by condition.

PART B: PLANNING APPRAISAL

8.0 Policy Background

8.1 The adopted Core Strategy seeks development predominantly on previously developed land by way of Core Policy 1, Spatial Strategy. However the site is substantially greenfield land. Furthermore the site is not one of those allocated for development in the adopted Site Allocations development plan.

8.2 The site was considered as an allocated site but the main reason it did not get selected was the doubt, at that time (early 2010), about the extent of flood risk on the site. As indicated below new information shows that a substantial part of the site can be

developed without risk.

- 8.3 The Council has a five year supply of housing sites without use of the St. Bernard's site. That five year supply assumes many of the proposed town centre flat schemes will come forward soon. However as the St. Bernard's proposal provides mostly family homes allowing the development could benefit Slough in terms of quality of accommodation in the short term. The Core Strategy favours family homes.
- 8.4 Last year 77% of net completions of new housing were on previously developed land. The 5 year average is 80%.
- 8.5 It is appropriate to consider the benefits of the scheme alongside the above mentioned policy background. The key benefit is the opportunity to gain affordable housing particularly family homes. As the applicant has now increased their affordable housing offer to an acceptable level this benefit is sufficient to allow, in principle, development on land that has not been built on previously.
- 8.6 The Core Strategy (para. 7.50) does state that greenfield sites can be developed in exceptional circumstances if they do not serve a public/private open space function; there are no insurmountable constraints and they are needed for affordable housing.
- 8.7 The site is also relatively sustainable in terms of travel demand compared to typical greenfield sites on the edge of the town. The site is close to the town centre, schools and key bus services such as the bus to Heathrow and the hospital. This also helps justify the exceptional circumstance of development on greenfield land.
- 8.8 Local Plan policy OSC 2 restricts development on school playing fields unless there is a replacement. The existing long field stretching to the north west corner of the site provides for a sports pitch. The proposal provides a suitable replacement in approximately the same location but in the form of a squarer shaped field next to the school building. Consequently the proposal complies with this policy and Core Policy 2 regarding loss of private recreation space.

9.0 **Transport and Highways**

- 9.1 Regarding access for the proposal to be acceptable it must be demonstrated that the permitted scheme of flats at 86- 90 Dolphin Road cannot be implemented. The access proposed for the St. Bernard's development site (at 82/84 Dolphin Rd) would be too close to the access road permitted as part of the flats development to be safe (86 Dolphin Road approximately). The applicants have indicated a way forward and further information is expected soon.

- 9.2 The separate planning application (Ref. P/10382/005) for a major access road at the same location has been agreed in principle. It includes part of the adjacent flat development site (No. 90 Dolphin Rd) enabling completion of the flat development, with its associated access road, to be controlled via a Sn. 106 agreement.
- 9.3 The proposed lay by on the access road for 8 parking spaces can replace resident parking permit spaces lost by the formation of the new access road, its sightline and associated two way working to Uxbridge Road.
- 9.4 Creating the 'left in' junction at Uxbridge Road will involve moving a bus shelter nearer to Sainsbury's at the developers expense. The left in will only serve the new development. The remainder of Dolphin Road would remain one way westbound and will be used by traffic returning to the new development. The new access will serve 93 of the new homes.
- 9.5 The Foxherne access, serving 25 homes, is acceptable subject to there being no vehicular access through the site except emergency vehicles. This can be controlled by condition.
- 9.6 The cycle and pedestrian access through the site is supported as this will encourage more walking trips to local schools. This access needs to be secured by making it a right of way (Sn 25 agreement) as not all the roads and paths will be adopted as public highway. The extension of Foxherne, as designed, is not suitable for adoption.
- 9.7 Regarding traffic generation and impact the additional peak car trip rates (08.00- 09.00 & 17.00-18.00) for arrivals and departures, are estimated below and give an idea of the maximum flows :
- Dolphin Rd access – 70 am peak; 80 pm peak.
Foxherne – 18 am peak; 21 pm peak
- 9.8 As this will lead to more congestion at the Sainsbury's roundabout and the wider highway network a package of mitigation measures has been agreed. The package also includes measures for road safety and encouraging more people to use non car modes of travel. The submitted travel plan is acceptable. The package comprises :
- Widen A4 approach to roundabout.
 - Linking of traffic signals (Intelligent Transport System)
 - Uxbridge Road cycleway
 - Residential Travel Plan
 - Travel Plan monitoring fee.
 - Real time information at relocated bus stop at Sainsbury's

9.9 Regarding the affect on Turner Road/Langley Road junction and the affect of school traffic parking in the road residents concerns are noted. However the additional traffic generated by the development that will use Turner Road etc. will not be so significant that a highway objection could be sustained.

9.10 Car parking is slightly below Council standards in middle of the site but this is not likely to lead to parking off the site. There is scope for some additional kerb side parking in the site and additional visitor spaces near Dolphin Road. Car ownership and use may well be reduced compared to edge of town sites because its close to the town centre. Overall the scheme is acceptable.

10.0 **Environmental Aspects**

10.1 Regarding flood risk the middle part of the site is in Environment Agency flood zone 3. Development in this zone is normally severely restricted under the National Planning Policy Framework and Core Strategy Policy 8. The flood risk assessment and associated statements submitted by the applicant show that by altering the stream, culvert and ground levels the area of flood can be modified and development take place either side of it without putting the development or other properties at risk. Part of the open areas of the site will be the areas that take flood water. Precise details of the finished floor levels of the buildings and open areas will need to be agreed.

10.2 This solution is likely to satisfy the Environment Agency in principle but discussions continue regarding detail. Other outstanding matters relate to practical drainage solutions, alteration or removal of the culvert in relation to polluted soil, groundwater and wildlife corridors. The latest revisions include taking out most of the culvert to open up the stream benefitting wildlife but the Agency are currently seeking a clear span bridge over the stream. Such a bridge will be quite large and affect the design of the development. Whilst it is hoped agreement can be reached soon it is recommended that the application not be approved before the Agency withdraw their objection. If the Council wish to approve the application without the objection having been withdrawn it must first notify the Agency.

10.4 Regarding wildlife the ecological survey states that the habitats on site are common and widespread and of no particular conservation interest. However a small colony of Slowworms has been found. These are a protected species. A mitigation scheme proposes moving them to a part near the north boundary that will not be built upon. A new habitat can be created for the Slowworms that can be controlled by condition.

- 10.5 If no specific significant wildlife habitat will be lost there are no clear grounds for development to be restricted. However the area of grassland and vegetation to be lost has some value for local wildlife. To help compensate for this loss the applicants propose new wildlife habitat through streamside enhancements and wildlife friendly planting in the open space and the margins of the site. Bat and bird boxes are also proposed. These can be controlled by condition.
- 10.6 The ecology survey found no evidence of bat roosts or badgers. Identified trees with the potential to become bat roosts are to be retained. Overall the proposal is in accordance with Core Strategy policy 9 regarding wildlife and the natural environment
- 10.7 The key points regarding tree loss and retention are covered in the Tree Officers comments in the consultation section above. Whilst many trees will be lost most of the significant mature trees will be retained. The extent of new tree planting proposed is shown on the drawings and can be controlled by condition including specimen trees to replace the 3 significant Limes to be lost by access road works. East boundary trees are referred to below in the design section. Tree Preservation Orders may be considered to protect key remaining trees long term.
- 10.8 Some existing large trees will shade gardens and may be windows of homes particularly on the southern boundary. Officers have expressed their concern to the applicant and whilst some modest alterations were made before the application was submitted this aspect of the proposal is less than satisfactory but not sufficient to justify refusal.
- 10.9 The Listed Buildings of St. Bernard's Grammar School are to far from and substantially hidden from the site for their setting to be adversely affected. The slither of land in the St. Bernard's Conservation Area will overlap the bottom end of 9 rear gardens. Bushes from this are will be removed and a small tree but this will not affect the character of the Conservation Area. The adjacent land in the Conservation Area within the Grammar School grounds which is not in the development site has a substantial number of trees.
- 11.0 **Design**
- 11.1 The overall design is acceptable such that Local Plan design policy EN1 and Core Policy 8 (design) and 4 (housing) are complied with. The density meets the minimum requirement of 37 dwellings per hectare net of the flood land. Using the gross figure inclusive of open space/flood land the density is 33 dwellings per hectare but an allowance can be made for constraints due to trees and sewers on the site. The minimum density policy is intended to optimise the

use of scarce building sites in the town. Whilst the dwelling density of surrounding areas is less than that proposed the overall character of the scheme is still suburban and houses predominant. The site is sufficiently separated from adjacent areas to have its own character and furthermore the density is lower than many other recent new suburban housing schemes.

- 11.2 The design of the houses is appropriate being based on traditional designs, picking up on some typical features in the area but also having some contemporary features. The more contemporary four storey flat block contrasts with the houses but as it is set against the large trees behind and overlooking the open space it is a suitably distinctive feature for the development. Consideration of crime reduction is evident in the design and garden space is reasonable.
- 11.3 Regarding the relationship of new to existing homes etc. Dolphin Road homes will be far enough away for the new three storey homes not to create overlooking problems. There will be boundary trees between the two also.
- 11.4 No. 80 & 86 Dolphin Road will be affected by the new road passing next to them. The flank walls, which have some windows in them will be respectively 7 and 5 metres from the new kerb edge. A landscape buffer will run the length of the gardens for planting. A condition requires a better garden fence that will reduce noise from road traffic.
- 11.5 Having a road close to flank walls and gardens is not ideal but this relationship is found elsewhere in the town. It will be a big change for the current occupiers but with the provisions mentioned above the proposal is acceptable.
- 11.6 On the east boundary the distance between habitable room windows is acceptable in terms of overlooking in a suburban area. The shortest distance found is 25 metres. The new homes nearest the boundary are all two storey. Existing or new trees/bushes along much of the boundary will help form a screen.
- 11.7 The reduction of the width and loss of some bushes/small trees in the east boundary strip will be a big change for the adjacent existing residents. Officers had asked the applicant to retain more of this strip as it is a distinct boundary that helps screen new from existing. Revised plans clarify that many trees will be retained. New planting is proposed in the reduced strip this includes replacing Elm saplings etc. with a more permanent plant species as Elm will not mature because of Dutch Elm disease.
- 11.8 Most of the strip of existing or new planting will be in communal areas managed by an estate management company. For the two areas that will fall into private rear gardens agreement needs to be

reached with the applicant to find a way of stopping new residents clearing boundary planting.

11.9 The flank of one house is between 3 and 5 metres from a flank of 7 Locke Gardens. Whilst the new home will be on a different street the relationship is not untypical of spacing between homes on a street such that it is acceptable.

11.10 The extra traffic that will pass behind homes in the extended Foxherne will be too small to have an affect the living conditions of residents.

12.0 **Other Matters**

12.1 The open space meets Local Plan policy requirement for 10% open space for local play and recreation. Long term management can be controlled by condition. The Council may take on management of the area if a satisfactory land transfer contract is reached.

12.2 The extension of Foxherne cuts the corner of the St. Bernards Conservation Area but the character of the latter will not be adversely affected.

12.3 Regarding objectors comments the report addresses most of the common concerns raised. Regarding the petition the extra traffic on Foxherne will result in a change to the street but the degree of change is not substantial enough to affect the living conditions of adjacent residents. Consequently there is no planning justification for restricting or refusing the Foxherne access.

12.4 Many of the other concerns raised relate to a change in circumstances on the site. Whilst it is appreciated residents may not wish to see the changes planning decisions can only be based on material considerations. The changes or affects of the development need to be significant for them to affect the planning decision or be relevant to accepted planning considerations. Noise or pollution from traffic or the development in general fall into the above category.

13.0 **Section 106 planning obligation matters**

13.1 The Council has outlined to the applicant what it expects in terms of current policy key items being 30% social rent and 10% shared ownership affordable housing; financial contributions for education and transport. The financial contribution for education is significantly higher than for transport. The Council's valuer has broadly agreed the applicants revised valuation study that identifies that there is a gap between the owner/developers development value and costs. Confirmation that the revised study is correct or otherwise is expected prior to the Committee meeting. The study proposes the Section 106 financial contribution be 28% of that

requested.

- 13.2 In accordance with both Government policy and Council's policy Section 106 costs can be reduced if there is a good reason to do so. In this case the provision of affordable housing is the main benefit of permitting the scheme. It is proposed to reduce the education contribution there being an on going review of the scale of these contributions. An alternative is to reduce both education and transport financial contributions by the same proportion.
- 13.3 The applicants had originally proposed paying most of the requested financial contribution but offer only 20% (instead of 30%) social rent housing. This option was not progressed as it is affordable housing that is the main benefit of the development to justify a greenfield development. Furthermore the Core Strategy specifically refers to affordable housing as key factor for accepting development that does not comply with the policy of prioritising previously developed land for new homes.
- 13.4 **Subject to the outstanding matters being resolved the following are proposed Section 106 planning obligation items :**
- Assurance that the Dolphin Road access can be built without conflicting with an adjacent permitted access.
 - Complete a Sec. 25 agreement to secure a right of way through the site for pedestrians and cyclists.
 - Agreement to sign a Sec. 278 highway agreement for off site access related works and change of Dolphin Rd parking places.
 - Sustainable development commitments Code 3 homes & 10% Low/Zero carbon energy.
 - Affordable Housing (30% social rent 10% shared ownership)
 - Financial contribution towards education and transport.
 - Possible control of retention of screen trees in gardens (if not covered by condition).
 - Possible arrangements for ownership of open space to be offered to the Council (if not covered by an independent agreement).

14.0 **Summary**

- 14.1 The site sits behind other development so securing satisfactory access has taken a few years to negotiate. The Dolphin Road

access is only practical if arrangements are in place to ensure an adjacent permitted development with an access road is not completed. To deal with the additional flows of traffic various transport measures and highway works are needed plus changes to Dolphin Road kerb side parking. The Foxherne access is a suitable secondary access provided it serves no more than 25 homes.

- 14.2 Whilst the Core Strategy seeks to prioritise use of previously developed land before greenfield sites are used it provides for exceptions to be made if justified. In terms of housing supply permitting a large scheme of mainly houses on a site near to the town centre is a benefit as is 40% affordable housing inclusive of family homes in a central location. There are few opportunities to gain new social rent family homes near the town centre.
- 14.3 Only a proportion of the financial contributions normally required to deal with the developments impact on transport and education infrastructure are being offered. A valuation study indicates the site is unlikely to be sold for development if the full affordable housing and financial contributions Section 106 package is sought. Bearing in mind stated Council guidance re Section 106 matters and recent Government policy (National Planning Policy Framework) about being positive about development it is reasonable to consider accepting a reduced package.
- 14.4 Development of the field will obviously be a big change for those living adjacent. However the design of the proposal is acceptable and there are no fundamental environmental constraints. The remaining minor design concerns e.g. trees and boundary planting etc. are not sufficient to justify refusing the proposal. Remaining environmental concerns can be dealt with by condition or are the subject of outstanding discussions with the expectation of being resolved. In particular withdrawal of the Environment Agency objection is crucial. Subject to outstanding matters being resolved and the Section 106 obligation being signed the proposal is acceptable.
- 14.5 Having considered the relevant Policies below and subject to satisfactory resolution of outstanding matters, the development is considered to not have an adverse effect on sustainability and the environment for the reasons set out.

PART C: RECOMMENDATION

15.0 **Recommendation**

Delegate a decision to the Head of Planning Policy and Projects
for the signing of a satisfactory Section 106 Agreement.

drafting of conditions.

to consider any further observations from neighbours re east boundary changes.

to agree the outstanding matters referred to in the report – Environment Agency concerns, confirmation regarding valuation study figures and further information on controlling the completion of the adjacent access.

to agree any minor amendments to the planning application, draft conditions list and Section 106 planning obligation matters.

16.0

PART D: LIST OF CONDITIONS

A full list of draft planning conditions will be on the meeting amendment sheet

- Time limits for implementation – 3 years
- Approved plans list
- Materials - details
- Bin stores for flats - details
- Cycle stores for flats - provide
- Lighting - details
- Water butts – provide for houses
- Boundary treatment - details
- Noise attenuation and ventilation (railway noise) - details
- Noise attenuation fence (80 & 86 Dolphin Rd) - details
- Archaeology - scheme
- Parking & turning areas - provide
- Foxherne access to serve 25 homes max. Bollards to prevent through access except emergency vehicles.
- Access details
- Off site highway works – details & timing of
- Replacement residents parking spaces - provide
- Travel plan – implement
- Construction management scheme (contractor parking and space for deliveries)– details
- Layout replacement school playing field
- Public Open Space 0.59 hectares - details
- Landscape scheme – details
- Landscape management - details
- Public space management - details
- Tree protection during construction -provide
- Wildlife mitigation scheme including bat/bird boxes - details
- Low or zero carbon energy 10% - details

- Soil remediation scheme - details
- Thames Water piling restrictions near sewers-details
- Surface water drainage scheme (including levels)-details
- Environment Agency conditions

Informatives

Section 106 Agreement

Highway information

Thames Water

Network Rail

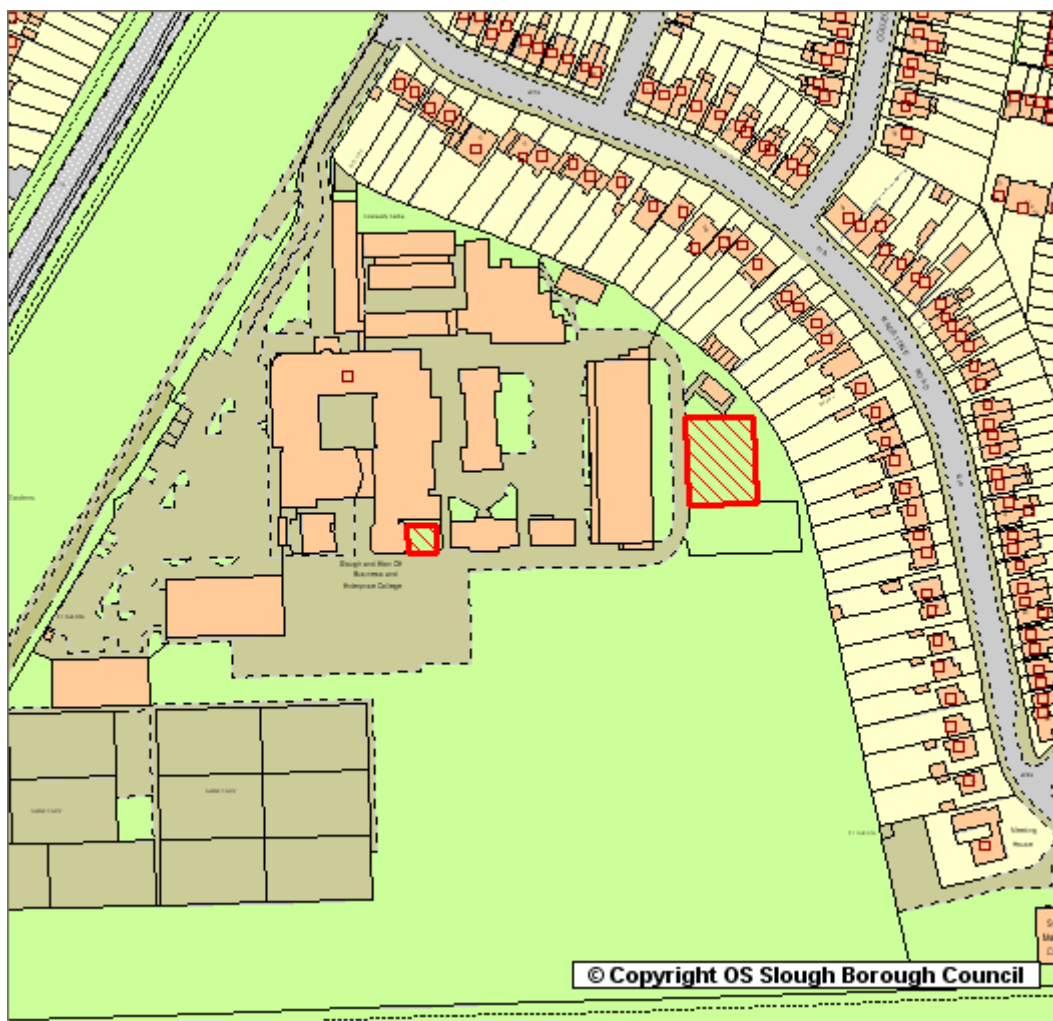
Hours of work for noisy construction work.

Reason for decision

This page is intentionally left blank

Registration Date:	30-May-2012	Applic. No:	P/02114/019
Officer:	Mr. J. Dymond	Ward:	Chalvey
		Applic type:	Major
		13 week date:	29th
Applicant:	Mr. Chris Fisher		
Agent:	Mrs. Ashley Davis, ADP Cantay House, Park End Street, Oxford, OX1 1JD		
Location:	Slough & Eton C Of E School, Ragstone Road, Slough, SL1 2PU		
Proposal:	CONSTRUCTION OF 2 NO. TWO STOREY FLAT ROOFED MODULAR CLASSROOM BUILDINGS (ONE FOR SIXTH FORM AND OTHER FOR SEN FACILITIES).		

Recommendation: Delegate to the Head of Planning Policy and Projects for formal determination



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 delegated to the Head of Planning Policy and Projects for formal determination following the consideration of any additional comments received from consultees, consideration of further information regarding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the proposed erection of two buildings. One building would provide additional accommodation for post-16 students in the form of a sixth form building; the second building would provide SEN facilities at the school.

2.2 The proposed sixth form building would comprise a stand-alone two storey modular building. The proposed gross internal floor area of the building would be 590.5 square metres. The proposed building would provide six additional classrooms, an common room and additional office space for staff. The proposed building would dimension 1181m² in floor area. It is also proposed for the building to be utilised for community use.

2.3 The proposed SEN building would be two storeys in height and would occupy a smaller footprint. The proposed gross internal floor area of the building would be 72.5 square metres. The proposed building would provide a teaching space for up to ten pupils with three smaller rooms which would be utilised as offices and for small group/individual teaching.

4.0 **Application Site**

4.1 The site is in use as a secondary school with sixth form. The school site is 6 hectares in area and is located to the south of Slough Town Centre. The school site is broadly triangular in shape. The school buildings are located to the north of the site and the school playing fields and Power League facility are situated to the south. The M4 motorway is beyond the southern boundary. To the north and east of the school are the properties of Ragstone Road. The rear

gardens of these properties back onto the boundary with the site.

4.2 Prior to September 2006, the school catered for pupils aged 11-16 only; however the school subsequently became an 11-19 school with a designated sixth form.

4.3 In October 2010, the school sixth form learner number was 138. In October 2011 the sixth form learner number was 177 and current predictions suggest that this number will rise to 220 by October 2012 and thereafter to approximately 300. This rapid increase is understood to have caused considerable pressure on classroom space.

5.0 **Site History**

5.1 **Recent applications relating to the site are as follows:**

P/02114/018 ERECTION OF AN ACOUSTIC FENCE.

Approved with Conditions; Informatives 01-May-2008

P/02114/017 DEMOLITION AND EXTENSIONS TO EXISTING SCHOOL BUILDINGS AND ERECTION OF NEW TWO STOREY TEACHING BLOCK

Approved with Conditions; Informatives 25-May-2007

P/02114/016 ERECTION OF A TEMPORARY BUILDING FOR CLASSROOM USE

Approved (LPP); Informatives 11-Apr-2006

P/02114/015 ERECTION OF A NEW BUILDING TOTALLING 228 SQ.MTRS FOR USE AS A BUSINESS ENTERPRISE CENTRE

Approved with Conditions; Informatives 07-Jun-2005

P/02114/014 ERECTION OF A TEMPORARY STYLE BUILDING FOR COMMON ROOM

Approved with Conditions 13-Oct-2003

P/02114/013 ERECTION OF TEMPORARY BUILDING WITH TWO ROOMS FOR USE AS STUDENT COMMON ROOMS

Approved with Conditions 02-Oct-2002

P/02114/012 ERECTION OF A TEMPORARY BUILDING TO

PROVIDE 2 ADDITIONAL CLASSROOMS

Approved with Conditions; Informatives 13-Jun-2002

P/02114/011 RETENTION OF 2NO. NON-ILLUMINATED
POSTMOUNTED SIGNS AT SITE ENTRANCE AND
NO.1 ILLUMINATED FASCIA SIGN (AMENDED
PLANS 16.10.00)

Approved with Conditions 25-Oct-2000

P/02114/010 VARIATION OF CONDITION 2 OF PLANNING
PERMISSION P/02114/009 FOR THE APPROVAL
OF DETAILED AMENDMENTS TO THE EXTERNAL
APPEARANCE OF THE PAVILION BUILDING,
SPORTS HALL AND LINK BLOCK

Approved with Conditions; Informatives 04-May-2000

P/02114/009 PROVISION OF MULTI PURPOSE SPORTS
CENTRE TO INCLUDE SPORTS HALL, PAVILLION,
12 NO. MULTI PURPOSE GAMES COURT WITH
FLOODLIGHTS AND CAR PARKING. (AMENDED
PLANS RECEIVED 02/08/99)

Approved with Conditions; Informatives 09-Nov-1999

P/02114/008 CELLULAR TELECOMMUNICATIONS SITE
COMPRISING OF A 20 METRE POLE &
EQUIPMENT CABIN WITHIN A FIXED COMPOUND

Approved with Conditions; Informatives 17-Dec-1998

P/02114/007 INSTALLATION OF CONTAINER FOR STORAGE

Approved with Conditions 17-Dec-1997

P/02114/006 CHANGE FLAT ROOFS TO PITCH ROOFS TO
PART OF THE BUILDING

Approved with Conditions 08-Jul-1997

P/02114/005 THREE REPLACEMENT PLUS TWO NEW
MODULAR CLASSROOMS WITH OFFICE AND
TOILETS

Approved with Conditions 13-Mar-1996

P/02114/004 CONSTRUCTION OF FIRE ACCESS ROAD AND
EXTENDED HARD PLAY SURFACE; ERECTION

OF SINGLE STOREY EXTENSION TO CRAFT
DESIGN AND TECHNOLOGY WORKSHOPS AND
MUSIC BLOCK. (B.C.C. REG.3 CONSULTATION)

Approved with Conditions 31-Mar-1993

P/02114/003 ALTERATIONS TO MOTOR VEHICLE
MAINTENANCE UNIT.

No Observations 06-Apr-1987

P/02114/002 ERECTION OF TEMPORARY CLASSROOM.

Approved (Limited Period Permission) 16-Aug-1984

6.0 **Neighbour Notification**

6.1 36, Ragstone Road, Slough, SL1 2PX, 54, Ragstone Road, Slough, SL1 2PX, 38, Ragstone Road, Slough, SL1 2PX, 44, Ragstone Road, Slough, SL1 2PX, 56, Ragstone Road, Slough, SL1 2PX, 24, Ragstone Road, Slough, SL1 2PU, 58, Ragstone Road, Slough, SL1 2PX, 32, Ragstone Road, Slough, SL1 2PX, 60, Ragstone Road, Slough, SL1 2PX, 28, Ragstone Road, Slough, SL1 2PU, 46, Ragstone Road, Slough, SL1 2PX, 24a, Ragstone Road, Slough, SL1 2PU, 48, Ragstone Road, Slough, SL1 2PX, 34, Ragstone Road, Slough, SL1 2PX, 22, Ragstone Road, Slough, SL1 2PU, 30, Ragstone Road, Slough, SL1 2PU, 50, Ragstone Road, Slough, SL1 2PX, 26, Ragstone Road, Slough, SL1 2PU, 52, Ragstone Road, Slough, SL1 2PX, 42, Ragstone Road, Slough, SL1 2PX, Doctors Surgery, 40, Ragstone Road, Slough, SL1 2PY

6.2 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. The application was advertised in the 13th July 2012 edition of the Slough Express.

6.3 One letter of objection has been received. The concerns raised in this letter are summarised as follows:

6.4 Occupier of 56 Ragstone Road – Object for the following reasons in summary:

- The proposal would create more traffic in this congested road;
- It will result in overlooking and reduce privacy;
- It will increase noise;
- It will affect a big old tree by cutting or part cutting;
- It will increase parking congestion.

7.0 **Consultation**

- 7.1 Traffic and Road Safety/Highways Development
- 7.2 Further information requested regarding car parking and cycle parking provision. The increase in pupil numbers would lead to a small increase in vehicle trips and it is considered that the increase in trips would be manageable.

The existing Travel Plan will need to be updated and implemented to ensure that the necessary development mitigation is provided. Conditions recommended.

PART B: PLANNING APPRAISAL

8.0 **Policy Background**

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

National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework

Building a strong, competitive economy
Promoting sustainable transport
Requiring good design
Promoting healthy communities
Meeting the challenge of climate change, flooding and coastal change
Conserving and enhancing the natural environment
Conserving and enhancing the historic environment
Facilitating the sustainable use of minerals

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

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN2 – Extensions
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy OSC8 – Green Spaces

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4
Ministerial Statement, Planning for Growth, (March 2010)

8.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Potential impact on neighbouring properties;
- 4) Transport, parking/highway safety.

9.0 **Principle of Development**

9.1 As will be noted from the planning history of the site, there is an extensive history of planning applications relating to the development of the site as a secondary school with sixth form for education purposes.

9.2 The proposal is required to provide facilities for the increasing number of pupils that will be attending Slough and Eton in the coming years and the need to prepare for participation by 16–19 year olds in education and training when students are entitled to choose their provider.

9.3 It is stated that the school faces difficulties in terms of the provision of appropriate learning environments and pressure on classroom space.

9.4 The National Planning Policy Framework states at para. 72 that “local planning authorities should take a proactive, positive and collaborative approach to ... development that will widen choice in education.”

9.5 Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document similarly supports the provision of community facilities including education uses.

9.6 The supplementary text to Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document which relates to employment identifies that there is a need for better education and training opportunities in order to improve the skills of some of the resident work force. It is envisaged that the current skills gap will be reduced

over time as a result of the continuing success of students attending schools and colleges.

9.7 Furthermore, it is recognised that uses such as education are in themselves an important source of jobs. They are therefore classed an employment use for the purposes of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.

9.8 The proposal would support the ongoing and established use of the site as a secondary school to provide further education courses and contribute towards improving skills and employment opportunities. The proposal is required in order that the school can provide additional facilities to meet the demand for increased pupil numbers. The principle of the proposal is therefore considered to be acceptable. The principle of the proposal would comply with Core Policies 5 and 6 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

10.0 **Design and Impact on the street scene**

10.1 The proposed buildings would be of modular construction. The proposed materials would be a mixture of brick and render with aluminium doors and windows.

10.2 It is considered that the design and appearance of the proposed buildings would be inkeeping with the design and appearance of the adjacent recently constructed buildings.

10.3 It is considered that the proposed buildings would be well related to the existing school buildings. It is considered that the proposed buildings would have no adverse impact on the street scene.

10.4 The proposal is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policy EN1 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

11.0 **Potential Impact on Neighbouring Properties**

11.1 The proposed SEN building would be erected on the site of an existing school building. It is considered to be well-related to the existing school buildings and would have no potential adverse impact on neighbour amenity.

11.2 The proposed sixth form building would be located to the east of the existing school buildings.

- 11.3 To the east of the proposed sixth form building is the boundary of the school site. The rear gardens of the properties fronting Ragstone Road are situated beyond this boundary.
- 11.4 The separation distance between the eastern elevation of the proposed sixth form building and the boundary at its closest point would be 5 metres; however this increases to 17 metres to the southern end of the building due to the curved boundary of the site.
- 11.5 The separation distance between the eastern elevation of the proposed sixth form building and the rear façade of the closest residential property on Ragstone Road would be 30 metres.
- 11.6 It is considered that reasonable separation distance would be maintained between the side of the proposed sixth form building and the neighbouring residential properties. It is not considered that the proposed sixth form building would have a detrimental impact on neighbour amenity by reason of overdominance or loss of light.
- 11.7 Amendments have been sought regarding the position of windows at first floor level. Subject to the receipt of satisfactory revised plans, it is considered that the proposal would not give rise to unacceptable overlooking.
- 11.8 It should be noted that the eastern boundary with the rear gardens of those properties on Ragstone Road is interspersed with trees which would provide visual screening of the proposed development.
- 11.9 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 8 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.
- 12.0 **Transport, Parking/Highway Safety**
- 12.1 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.
- 12.2 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.
- 12.3 The Council's Transport consultant has commented that further information is required. Clarification has been sought with respect

to staff numbers, and car and cycle parking provision. An update will be provided in relation to these matters.

- 12.4 The existing Travel Plan will need to be updated and implemented to ensure that the necessary development mitigation is provided. A Travel Plan monitoring fee will be secured through a Section 106 Agreement.
- 12.5 Further consideration will be given to transport matters once additional information has been received. Further conditions may be recommend accordingly.

13.0 **Summary**

- 13.1 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.
- 13.2 It is recommended that the application be delegated to the Head of Planning Policy and Projects for formal determination following the consideration of any additional comments received from consultees, consideration of further information regarding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.

PART C: RECOMMENDATION

- 13 **Delegate to the Head of Planning Policy and Projects for formal determination following consideration of further information regarding highway and transport matters, completion of a Section 106 Agreement and finalising of conditions.**

13.2 **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:

To be confirmed.

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, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

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 Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

5. 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, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

6. 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 To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

7. No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

8. Prior to the occupation of the development hereby granted permission, a school travel plan shall be submitted to the Local Planning Authority for approval in writing. This plan shall set out measures and targets to reduce car travel to the school, based on Slough Borough Council guidance. The travel plan shall set out a five year programme of scheme and initiatives, identified in conjunction with Slough Borough Council and it shall be reviewed on a annual basis in accordance with the timescale laid out in the plan.

REASON To reduce travel to work by private car, to meet the objectives of Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

9. The development hereby permitted shall not begin until details of on and off site drainage works have been submitted to the Local Planning Authority and approved in writing. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed.

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework.

10. Full details of the surface water disposal shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once approved, the details shall be fully implemented prior to the first occupation of the dwellings and retained as such thereafter.

REASON To ensure that the proposed development is satisfactorily drained in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document,

December 2008.

11. 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) site lighting
 - (vi) proposed method of piling for foundations
 - (vii) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
 - (viii) the route of construction traffic to the development

The development shall be carried out in accordance with the approved scheme or as may 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, and the National Planning Policy Framework.

12. 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 in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

13. Prior to the development hereby approved first being brought into use, a scheme shall be submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

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

14. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from any demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) 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 buildings.

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, and the National Planning Policy Framework.

15. No development shall commence until a construction management plan which shall include details of how construction traffic will be managed and points of access for construction traffic has been submitted to the Local Planning Authority. Once approved, the submitted details shall be full implemented throughout the full course of the construction phase of the development hereby approved.

REASON To ensure that construction traffic does not interfere with traffic and access to the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

16. Prior to the development hereby approved first being brought into use, details of the cycle parking provision (including location, housing and cycle stand details) shall be 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 first 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, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

17. Prior to the multi-function hall hereby approved first being brought into use, a community use statement for shall be submitted to the Local Planning Authority and approved in writing. Once approved, the multi-function hall shall only be used for purposes in accordance with the approved community use statement and/or for purposes in association with Slough and Eton C of E School, and for no other purposes falling within Use Class D2 of The Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing with the Local Planning Authority.

REASON To secure wider community benefits in accordance with Core Policy 11 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework and to ensure that the site is developed in accordance with the submitted planning application in the interests of providing sufficient parking provision to safeguard the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

18. The multi-function hall hereby approved shall not be open to members of the public / customers outside the hours of 08:00 hours to 17:00 hours on Mondays-Fridays, and at no times on Saturdays or Sundays and Bank/Public Holidays.

REASON To ensure that the use of the premises does not prejudice the quiet enjoyment by neighbouring occupiers of their dwellings by reason of noise or general disturbance in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

19. No additional floor space shall be created through the construction of a first floor or mezzanine floor above the proposed multi-function hall, or external extension without the prior written approval of the Local Planning Authority.

REASON In the interests of parking provision in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and to safeguard neighbour amenity in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

20. The windows serving the common room in the north 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.

INFORMATIVES:

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
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, and to all relevant material considerations.

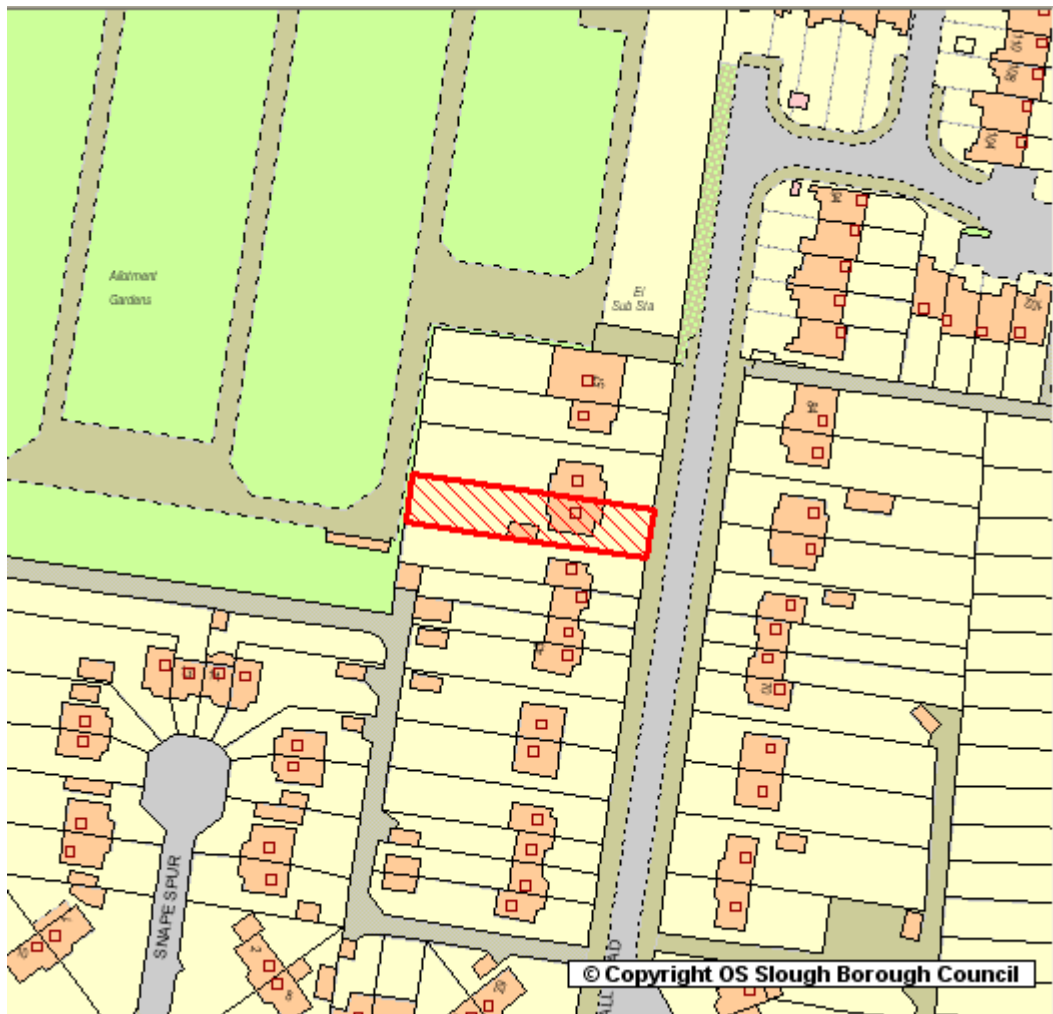
Policies:- EN1, EN2, EN3, EN5, T2 and T8 of The Adopted Local Plan for Slough 2004 and Core Policies 1, 5, 6, 7, 8, 9, 10, 11, and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, the National Planning Policy Framework, and the Technical Guidance to the National Planning Policy Framework

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

Registration Date:	06-Jul-2012	Applic. No:	P/15336/000
Officer:	Sharon Belcher	Ward:	Baylis and Stoke
		Applic type:	13 week date:
Applicant:	Mr. Satpal Parmar		
Agent:	Mr. Mark Hardy 60, Pentland Road, Slough, SL2 1TN		
Location:	51, Mildenhall Road, Slough, SL1 3JH		
Proposal:	ERECTION OF A SINGLE STOREY REAR EXTENSION WITH MONO PITCHED ROOF		

Recommendation: Approve subject to conditions



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application is a householder application which would normally be determined by officers under the approved scheme of delegation; however it is being referred to this Committee for decision, because the applicant is an elected member of the Council.

1.2 Having regards to the Policies contained within National Planning Policy Framework and local planning policies contained within the Local Development Framework, Core Strategy and the Adopted Local Plan, the proposed development is recommended for approval.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is an application for full planning permission for the erection of a single storey rear extension with mono pitched roof.

2.2 The proposed extension would measure 4.2 m in depth x 3.55 m increasing to 4.55 m in width x 3.6 m in height with a mono pitched roof.

3.0 **Application Site**

3.1 The application site consists of a semi – detached property located on the west side of Mildenhall Road. The property has a detached garage which is to remain.

3.2 The host property is attached to No. 53 Mildenhall Road, which does not benefit from extensions at present. No. 49 Mildenhall Road forms the neighbouring property to the south and forms part of a separate end terrace. Allotment gardens are located to the west of the site, at the end of the garden.

4.0 **Site History**

4.1 None.

5.0 **Neighbour Notification**

5.1 Neighbours notified of the proposal were:

49 & 53 Mildenhall Road.

No comments have been received.

PART B: PLANNING APPRAISAL

6.0 **Policy Background**

- 6.1 The proposed development is considered having regard for National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Policies H14, H15, EN1 and EN2 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Plan Document, Adopted January 2010

7.0 **Design and Impact on Street Scene**

- 7.1 The extension is located at the rear of the property and therefore no impact on the streetscene.

8.0 **Impact on Residential Amenities of Neighbouring Occupiers:**

- 8.1 The east side of the proposed extension sits back from the boundary and will be obscured by the existing garage therefore no impact on No. 49 Mildenhall Road.

The west side of the proposed extension sits along the adjoining boundary at a depth of 4.2 m which falls within the maximum permitted depth of 4.25 m for a semi-detached property. There are no proposed windows within the flank wall and the proposed height of the mono pitched roof has been amended to 3 m at the mid-point of the pitch and therefore the proposal complies with policies in terms of the impact on residential amenities of neighbouring occupiers.

9.0 **Amenity Space**

- 9.1 EX48 of the Residential Extensions Guidelines requires a minimum garden depth of 9 m (or 50 sqm) for a two/three bedroom house.

The property would retain a back garden of approximately 18 m in depth therefore complying with the above guidelines.

10.0 **Car Parking**

- 10.1 There is no increase in bedrooms therefore there is no change to the existing car parking arrangements.

11.0 **Summary**

- 11.1 The proposal is considered to be consistent with guidance given in National Planning Policy Framework, Core Policy 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008, Policies H14, H15, EN1 and EN2 of the Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010. It is therefore recommended that planning permission be **granted**.

PART C: RECOMMENDATION

12 **Recommendation**

- 12.1 Approve subject to 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 No.A1/7818, Recd On 15/08/2012

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. No windows, other than hereby approved, shall be formed in the flank 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.

INFORMATIVE(S):

1. The applicant is reminded that at all times, without the prior permission of the freeholder there can be no encroachment onto the adjoining property.
2. The applicant is advised of their requirement to comply with the Party Wall Act 1996, including the need to serve appropriate notices on neighbours before work commences.

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.

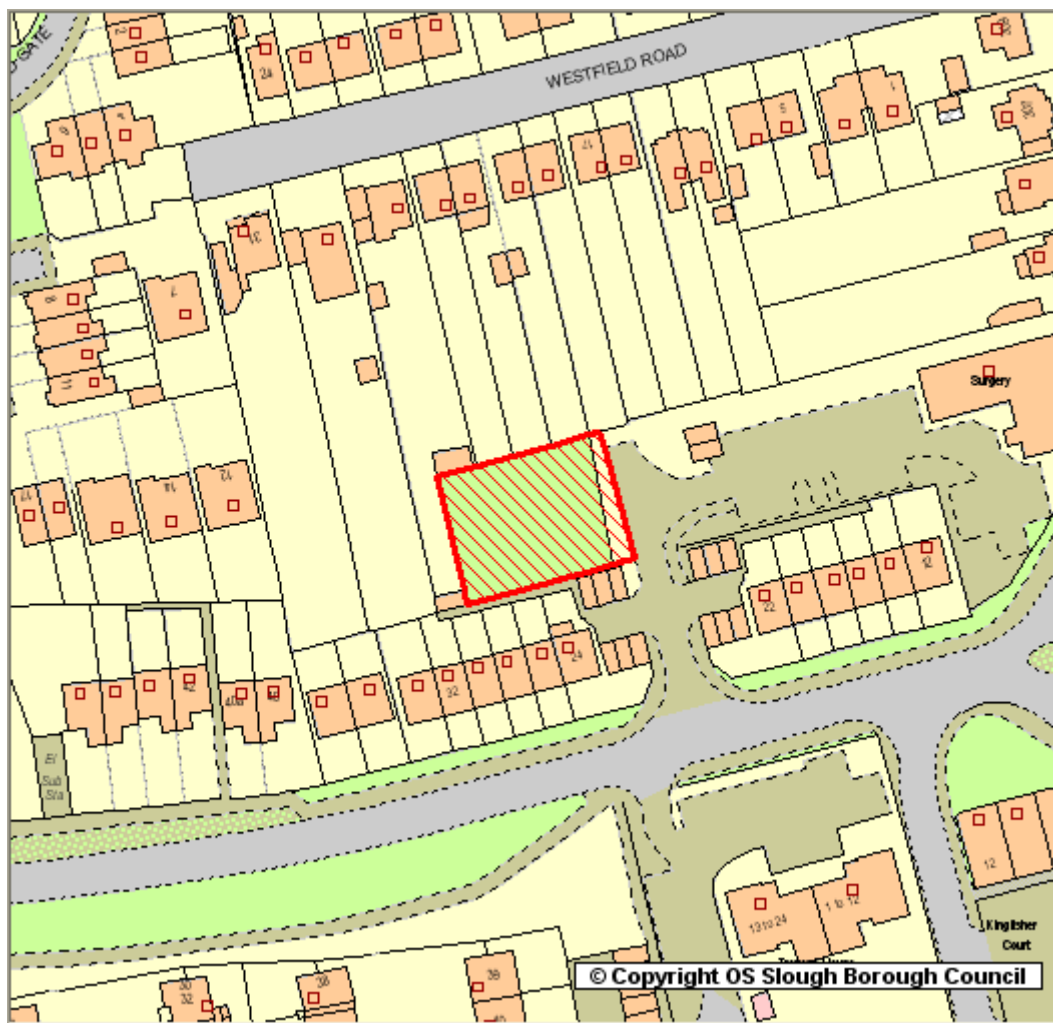
Policies:- EN1, EN2, H14 and H15 of The Adopted Local Plan for Slough 2004 and Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.

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

Registration Date:	09-May-2012	Applic. No:	S/00072/001
Officer:	Mr. J. Dymond	Ward:	Farnham
		Applic type:	13 week date:
Applicant:	Asset Management, Slough Borough Council		
Agent:	Mr. Michael Williams, Michael Williams Planning 42, Broadway, Maidenhead, SL6 1LU		
Location:	Land R/O 24, 26 & 28, Northborough Road, Slough, Berks		
Proposal:	ERECTION OF A TERRACE OF THREE 3 NO. DWELLINGS WITH ASSOCIATED AMENITY SPACE TO REAR, PARKING FRONT/SIDE		

Recommendation: Approve with conditions



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application has been referred to the Planning Committee for consideration as the application has been made by Slough Borough Council's Asset Management section and objections to the application have been received.

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 full planning application for the proposed erection of 3 no. two bedroom dwellings. The proposed dwellings would be two storey in height and would be constructed of brick with a tiled roof.

2.2 Associated car parking provision would be provided to the front and side of the proposed dwellings, and private amenity space would be provided to the rear.

3.0 **Application Site**

3.1 The site is located within a suburban residential area. The land is currently vacant and is understood to have been unused for twenty years. The site is broadly square in shape and dimensions 23.3 metres in width and 27.2 metres in depth.

3.2 Beyond the northern, western and southern boundaries of the site are the rear gardens of those properties fronting Westfield Road (to the north) and Northborough Road (to the south). To the east of the site is Farnham Road Surgery. The road giving access to the site is an adopted highway.

4.0 **Site History**

4.1 No recent history.

5.0 **Neighbour Notification**

5.1 24, Northborough Road, Slough, SL2 1PS, 23, Westfield Road, Slough, SL2 1HE, 30, Northborough Road, Slough, SL2 1PS, 22, Northborough Road, Slough, SL2 1PS, 27, Westfield Road, Slough, SL2 1HE, 28, Northborough Road, Slough, SL2 1PS, 26, Northborough Road, Slough, SL2 1PS, 25, Westfield Road, Slough,

SL2 1HE, 19, Westfield Road, Slough, SL2 1HE, Farnham Road Surgery, 301, Farnham Road, Slough, Berkshire, SL2 1HD, 21, Westfield Road, Slough, Berkshire, SL2 1HE

- 5.2 Three letters of objection have been received. The concerns raised in these letters are summarised as follows:
- 5.3 Occupier of 19 Westfield Road – Object for the following reasons in summary:
- Reduction in privacy following removal of trees. This would be further eroded by proposed properties;
 - Front and side windows would overlook neighbouring properties;
 - Increase in noise levels at all times of the day.
- 5.4 Manager of Farnham Road Surgery – Object for the following reasons in summary:
- Further traffic problems on the shared access road outside of the Surgery. Patients and local residents use the roadway for parking. This planning application would exacerbate this problem and cause gridlock which would cause inconvenience to residents;
 - Grave concerns of the impact of these changes on access to the Surgery for ambulances and fire engines. Ambulances collect patients on an almost daily basis;
 - As part of previous planning applications at the surgery, a Section 106 Agreement has included payment towards the cost of installing parking restrictions which have not yet been implemented;
 - Proposals to use the land as parking for the Surgery would alleviate not exacerbate problems;
 - Allowing a residential development on the land would go against the Council's own priorities. There is the opportunity to utilise the land for healthcare improvements.
- 5.5 Occupier of 21 Westfield Road – Object for the following reasons in summary:
- Overshadowing, overlooking and loss of privacy;
 - Noise, disturbance;
 - Affect on natural perimeter hedgerow;
 - Appearance of buildings on surrounding area.

6.0 Consultation

6.1 Transport and Highways

No objection. Conditions recommended.

6.2 Environmental Protection

No comments received.

6.3 Tree Officer

The nearest tree outside the site is a sycamore adjacent to the north east corner of the site. This tree is subject to TPO 3/1992 as T34. The building will be sited outside the Root Protection Area of the tree. No objections.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

The National Planning Policy Framework and the Technical Guidance to The National Planning Policy Framework

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

Core Policy 1 – Spatial Strategy
Core Policy 4 – Type of Housing
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density
Policy H13 – Backland/Infill Development
Policy H14 – Amenity Space
Policy EN1 – Standard of Design
Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

Other relevant 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 (Parts 1-4)

7.1 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Potential impact on neighbouring properties;
- 4) Amenity space for residents;
- 5) Transport, parking/highway safety.

8.0 **Principle of Development**

Core Policy 4 sets out the Council's approach to the consideration of proposed housing development within the Borough. This states that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.

8.1 Within existing suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive suburban character and identity of the area.

8.2 The definition of a family house is contained within The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, and is as follows:

“A fully self-contained dwelling (with a minimum floor area of 76 square metres) that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses but not flats or maisonettes.”

8.3 Based on the submitted floor plans, it would appear that the proposed dwellings would comply with the above definition of family housing.

8.4 Policy H13 of The Adopted Local Plan for Slough 2004 relating to backland/infill development sets out that within existing suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive suburban character and identity of the area.

8.5 It is considered that the principle of a proposal to provide an infill development for family housing in this location would be acceptable in principle.

9.0 **Design and Impact on the Street Scene**

The thrust of 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, and policies EN1 and H13 of The Adopted Local Plan for Slough 2004, is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area. Attention should be paid to respecting the pattern of development and established building lines.

- 9.1 The proposed dwellings would be two stories in height and would 8.2 metres to ridge height. The roof of the proposed dwellings would be pitched and there would be a gable end feature to the front and rear of units 1 and 3.
- 9.2 The width and depth of the proposed properties is considered to be acceptable. The proposed dwellings are considered to be of an acceptable design and appearance which would respect the character of the area.
- 9.4 With regard to landscape matters, the nearest tree outside the site is a sycamore adjacent to the north east corner of the site. This tree is subject to TPO 3/1992 as T34. The building will be sited outside the Root Protection Area of the tree. A condition requiring the submission of a landscaping scheme for the site is recommended.
- 9.5 The proposal is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policy EN1 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

10.0 **Potential Impact on Neighbouring Properties**

- 10.1 The proposed dwellings would be sited towards the northern boundary. The separation distance between the flank wall elevation of unit 1 and the rear elevation of 24 Northborough Road would be 15.5 metres. The separation distance between the flank wall of unit 3 and the northern boundary would be 1.5 metres. Beyond the northern boundary are the rear gardens of 21, 23, 25 and 27 Westfield Road. The rear gardens of these properties are 39 metres in depth. The rear garden of 27 Westfield Road wraps around the rear boundary of the application site.
- 10.2 It is not considered that the proposed dwellings would give rise to unacceptable issues relating to overlooking, overshadowing or loss of privacy. The proposed properties would be sited to ensure that reasonable separation distance would be maintained and the position of windows would not be such that a detriment to amenity would arise as a result of overlooking.

10.3 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 8 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

11.0 **Amenity Space for Residents**

The site is considered to be of a sufficient size for appropriate amenity space to meet the needs of future occupiers to be provided. The rear gardens would be 12 metres in depth.

11.1 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 H14 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

12.0 **Transport, Parking/Highway Safety**

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.

12.1 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.

12.2 In the case of a property comprising three bedrooms, the adopted parking standards require that two car parking spaces be provided on site.

12.3 The dimensions of parking spaces would be a minimum of 2.4 metres in width, by 4.8 metres in depth. The submitted site plan shows that two spaces would be provided for use by occupiers of each proposed dwelling.

12.4 It is considered that the level of parking provision proposed would be acceptable.

12.5 The proposal is considered to comply with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004, and the National Planning Policy Framework.

13.0 **Summary**

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.

- 13.1 It is recommended that the application be approved with conditions.

PART C: RECOMMENDATION

14.0 **Recommendation**

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 No. NR/SBC/01Rev (A), Recd On 26/07/2012
- (b) Drawing No. NR/SBC/02, Recd On 26/07/2012
- (c) Drawing No. NR/SBC/03, Recd On 26/07/2012
- (d) Drawing No. NR/SBC/04, Recd On 01/05/2012
- (e) Drawing Title. Layout at 1/125 Scale, Recd On 01/05/2012
- (f) Drawing Title. Land at Northborough Road, Dated 19/04/2012, Recd On 20/04/2012

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. 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 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 commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and 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. No windows, other than those hereby approved, shall be formed in the north and south 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.

9. The en-suite window at first floor level in the south elevation and the staircase window at first floor level in the north 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 H13 of The Adopted Local Plan for Slough 2004.

10. No development shall commence until a plan to show 2 no. car parking spaces per property has been submitted to and approved in writing by the Local Planning Authority. These shall be provided on site in accordance with the approved details prior to occupation of the development 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 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

11. No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

12. 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.

13. 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 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

14. Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 1995 (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D, E & F, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interests of design and amenity space in accordance with Policies EN1 and H14 of The Adopted Local Plan for Slough 2004.

15. Full details of the surface water disposal shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once approved, the details shall be fully implemented prior to the first occupation of the dwellings and retained as such thereafter.

REASON To prevent the risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

16. During the construction phases 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 to 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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

17. 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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVES:

1. As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:

1. All works and ancillary operations which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.

Works outside these hours only by written agreement with the Borough Environmental Health Officer.

Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.

2. 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.

3. If the proposal involves piling operations, have regard to BS 5228: Part 4 1986 - 'Noise Control on Construction and Demolition Sites - Code of Practice for Noise Control applicable to piling operations' and ensure details of the piling operations are forwarded to the Borough Environmental Health Officer no later than 28 days before piling is scheduled to commence. Information supplied should include method of piling, the anticipated maximum depth of piling and the predicted soil conditions, and the activity equivalent continuous sound pressure level at 10 metres for one piling cycle.

4. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.

5. All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.

2. The applicant is reminded of the following:

CONTROL OF NOISE ON CONSTRUCTION AND DEMOLITION SITES LEGISLATIVE CONTROLS

(a) Section 60 of the Control of Pollution Act 1974 enables this Authority to serve a Notice, detailing its requirements relating to the control of noise at a construction or demolition site, on the person carrying out the works and on such other persons responsible for, or having control over, the carrying out of the works.

(b) Section 61 of the Control of Pollution Act 1974 enables a contractor (or developer) to apply, if he so chooses, to this Authority for a prior consent which would define noise requirements relating to his proposals before construction commences.

3. The applicant is reminded that at all times, without the prior permission of the freeholder there can be no encroachment onto the adjoining property.

4. 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, H13, H14, EN1, EN5, T2 and T8 of The Adopted Local Plan for Slough 2004; Core Policies 1, 4, 7, 8, 11 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; The National Planning Policy Framework and the Technical Guidance to The National Planning Policy Framework

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.

SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee **DATE** 5 September 2012

CONTACT OFFICER: Paul Stimpson
Head of Planning Policy & Projects
01753 87 5820

WARD(S): All

PART I
FOR DECISION

LOCAL DEVELOPMENT FRAMEWORK: ANNUAL MONITORING REPORT 2011/12

1 Purpose of Report

The purpose of the report is to obtain Members approval of the eighth Annual Monitoring Report (AMR) for publication on to the Council website. The key outcome is that Slough still has a 5, 10 and 15 year supply of housing land.

Recommendation(s)/Proposed Action

1.1 The Committee is requested to resolve:

- That the Local Development Framework Annual Monitoring Report 2011/12 be approved for publication on to the Council website.
- That the Council should continue to produce and publish future monitoring reports that are focused upon important local issues as well as meeting statutory requirements.

2 Community Strategy Priorities

2.1 The Local Development Framework is an important spatial element of the Community Strategy and will help to contribute to the following emerging priorities:

- **A Cleaner, Greener place to Live, Work and Play**
- **Prosperity for All**

3 Other Implications

(a) Risk Management

There are no specific issues directly arising from this report

(b) Human Rights Act and Other Legal Implications

It is considered that there are unlikely to be any significant implications in relation to the Human Rights Act.

(c) Equalities Impact Assessment

The Annual Monitoring Report is a factual document and not a Policy document therefore an Equalities Impact Assessment is not necessary.

(d) Workforce

There are no workforce issues arising from this report.

4 Supporting Information

Annual Monitoring Report (AMR) 2011/12

- 4.1 The Annual Monitoring Report is a crucial part of the 'feedback loop' in the policy making process. It reports the progress of planning policies, key Development Plan Documents and development trends in Slough.
- 4.2 The statistical basis for the report is the financial year from April 2011 to March 2012, but additional information has been included about progress up to August this year. A copy of the AMR 2011/12 can be emailed to members on request.
- 4.3 This is the eighth report that we have produced and it provides the opportunity to review how well we are progressing with the Local Development Framework (LDF). The report assesses the effectiveness of existing policies and outlines the progress made in the implementation of the LDF.
- 4.4 Localism Act 2011 has made changes to the planning system and the way monitoring is carried out. This does not change the overall duty for Council's to carry out monitoring. Section 93 of the Localism Act 2011 takes away the duty to prepare an AMR and replaces it with a duty to prepare reports. The new regulations (Town and Country Planning 2012) states that there is still a statutory duty to produce monitoring report for local people but they won't have to be submitted to the Secretary of State. The local authority has more flexibility to decide what goes into the report. However it needs to be made available at council offices and on the website.
- 4.5 Members were consulted on the way monitoring should be carried out in the future at the Planning Committee on 28th March 2012. As a result it was decided to monitor the indicators which would be most useful to Members and what was likely to be of most interest to the public. It was resolved at Committee that the Council would publish an annual monitoring report in September, which would provide more up to date information instead of waiting till December.
- 4.6 The main content of the document is as follows:
 - Introduction to the Borough, including key contextual characteristics, issues and challenges facing the area;
 - Progress in the preparation of local development documents against the timetable in the Local Development Scheme;
 - Extent to which saved policies from the Local Plan for Slough and Core Strategy 2006-2026 are being implemented;
 - Indicators on housing, employment, retail number of appeals
 - The identification of any trends and changes from the previous AMR;
 - A housing trajectory which demonstrates to what extent the housing allocation is likely to be met;

- Extent to which the SPZ is achieving its purpose;

4.7 The AMR is divided into core subject areas such as housing, employment and retail, for which monitoring data is available. Objectives for each topic area are identified, and appropriate policies linked to these are set out.

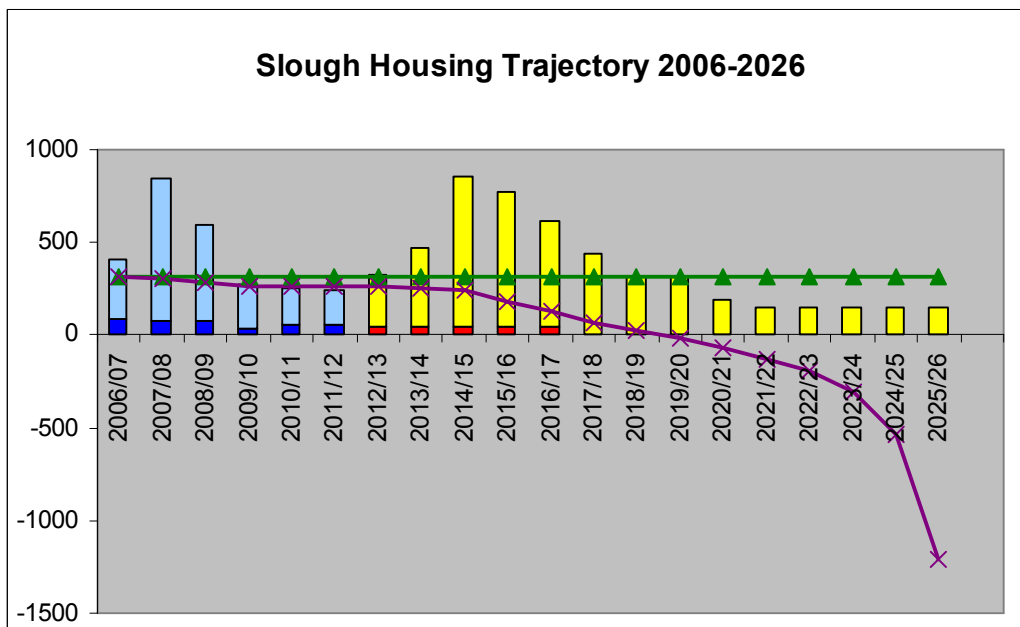
4.8 The key results from this year’s Monitoring Report can be summarised as follows:

Housing

4.9 The key point to emerge from the latest monitoring is that the level of house building in Slough remains low. The monitoring report shows that 246 net additional dwellings were completed in Slough in 2011/12. Although this was slightly higher than projected figure of 229 net additional dwellings, this is lower than the 249 dwellings built in the previous year and less than half the rate in previous years. This was due to the impact of the downturn in the economy and the general decline in house building rather than a lack in supply of sites.

4.10 Whilst it is not predicted that the number of completions will pick up in the current year, there are some large housing sites in the pipe line. Even with last year’s shortfall, completions over the first 5 years of the plan period have still averaged 437 a year which is significantly above the required average of 315 per annum.

4.11 Despite the impact of the ‘credit crunch’ and the downturn in the economic climate the Housing Trajectory (see below) still shows that Slough has a five, ten and fifteen year supply of housing land required by National Planning Policy Framework. The Trajectory also shows that Slough is projected to meet its housing allocation of 6,300 before 2026 without any reliance upon windfalls or any other sites coming forward through the planning process.



Key:

Expected net completions on medium and large sites



Past net completions on small sites (less than 10 units)



PLAN- Requirement – Annualised (315 per annum)



MANAGE- Residual annual average

- 4.12 66% of the gross housing completions in 2011/12 were on previously developed sites a (PDL) site which exceeds the 60% target. This figure tends to fluctuate annually as it is dependent on which sites come forward. There are a number of Greenfield sites being developed and there are others in that are expected to come forward in the short term. This will affect the figure for completions on PDL in future years but it is anticipated Slough will still meet the 60% target.
- 4.13 The monitoring shows that the percentage of flats built in Slough in 2011/12 was 33%. This is a significant decrease from the peak of 92% in 2007/08 when there were a high number of flatted developments in the town centre. This reflects the lack of demand for flats in the town centre and the effectiveness the policy in the Core Strategy that seeks to ensure that outside of the town centre new residential development will predominantly consist of family housing.
- 4.14 The housing department has recorded that 56 new build dwellings were affordable. A number of new build affordable housing completions are on former small garage sites.

Census 2011

- 4.15 As Members may be aware the first release of the Census 2011 results were published last month. The total population in Slough at 2011 is 140,200 compared to 119,000 in 2001. The number of households is 50,800 which equates to a household size of 2.8 which is significantly high in comparison to the result of the 2001 census where the household size was 2.36.

Employment

- 4.16 The monitoring shows that there was a net gain of 897 square metres of employment floor space in 2011/12. This shows the lack of activity in the commercial sector.

Retail, Leisure and offices

- 4.17 There was a total net gain of 2782 square metres of retail, leisure and office floor space during 2011/12.

Retail vacancies

- 4.18 Retail vacancy survey was undertaken in February 2012 and the total retail vacancy rate for Slough Town Centre was 8%. The vacancy rate has improved as in 2009 it was 12%. Slough Town Centre vacancy rate is lower than the the UK average retail vacancy which was 14% in 2011.

Percentage of vacant offices

- 4.19 The Thames Valley Office Market Report (2012) produced by Lambert Smith Hampton shows that Slough office take up in 2011 totalled 116,000 sqft, a reduction of over 51% compared to last year. Despite this, Slough is maintaining its gradual recovery. Slough vacant office space has remained stable standing at 954,500 sqft. This represents a vacancy rate of 24.7%.

Number of existing community facilities lost

- 4.20 One development involved the loss of a community facility. The planning permission at Christchurch Hall, Wexham Road was for construction of 9 x 3B houses. The construction involved the demolition of the Church Hall used in conjunction with St Paul's Church. The hall has not been used for many years and is in a state of disrepair and it has been accepted by the Council in the previous application that it is not viable to either continue using or refurbish the existing building.

Amount in hectares of public open space lost to built development

- 4.21 One development involved the loss of public open space. The planning permission at land adj and rear of 14 upper lees Road was for construction of 7 x 3B houses. The construction involved demolition of the garages and building on part of the playground. It was called in to go to committee by a Councillor. This section of public amenity space is used by local people and its loss was considered to conflict with policy OSC4 of the Local Plan for Slough (2004). However the revised scheme retained the majority of the open space and the development provided significant investments and improvements to the open space.

Development control statistics

- 4.22 The development control statistics monitor the performance of the planning department. This is an indicator that the Council has reported to central government for many years. 893 planning applications were received of which 609 were approved and 183 refused. 684 (77%) planning applications were decided in less than 8 weeks and 107 between 8 and 13 weeks.

Enforcement

- 4.33 Enforcement statistics are also reported to central government. 22 enforcement notices were issued in 2011/12. 2 temporary notices, 7 planning contravention notices and 3 breach of conditions were served in the last year.

Appeal Decisions

- 4.34 The AMR also has to look at whether there are any lessons to be learnt from appeal decisions. There were 46 appeals against the refusal of planning applications in Slough in the 12 months from April 2011. Only 17 appeals (30%) were allowed by the Inspectors which is a comparatively high success rate.

Existing Policies:

- 4.35 For this monitoring period no review of existing policies has been undertaken. In past years we have undertaken this exercise following the adoption of the Core Strategy and Site Allocations DPD. When we start to prepare the consolidated local plan one part of the process will involve deciding which policies are no longer needed because there are no longer relevant or have been superseded as a result of the National Planning Policy Framework (NPPF). The final version was published in March 2012 and the Government has replaced a large number of national Planning Policy Statements and Planning Policy Guidance notes with a single National Planning Policy Framework.

Local Development Scheme (LDS)

- 4.36 The Annual Monitoring Report must contain information on whether the timetable and milestones for the production of development documents specified in the Local Development Scheme are being achieved.
- 4.37 The LDS sets out a project plan and timescales for producing the various documents that collectively will form the Local Development Framework.
- 4.38 In May 2009 the Council produced a third revision of the LDS to cover the period April 2009 to March 2012. The LDS is out of date as it only covers the period up to March 2012. We are looking to review this and publish an updated project timetable on the Council's website, once we know the outcomes of our consultation on our consolidated version of the Local Plan.

Development Plan

- 4.39 The Core Strategy 2006-2026 was adopted in November 2008 and the Site Allocations DPD was adopted in November 2010. These documents alongside the Local Plan Saved Policies (2004) form the development plan for Slough. Therefore Slough has a well established policy framework for the future. Only around half of local authorities nationally have adopted Core Strategies and few have adopted DPDs for detailed policies or allocations.
- 4.40 The sites identified in the Site Allocations DPD are being successfully implemented. Regeneration projects such as the Heart of Slough, Britwell are underway and the SEGRO master plan has been approved.

"Consolidated" version of the Slough Local Plan

- 4.41 Members will recall that it has been agreed not to review the existing plans at this stage but re-publish them in a "Consolidated" version. Comments would then be invited as to what extent the in the Core Strategy, Site Allocations Document and 'saved' Local Plan policies and Berkshire Minerals Plan 'saved' policies continue to comply with the new National Planning Policy Framework. This will not be published for public consultation but for people to comment upon the extent to which they think there is any conflict between the local and national policies.

Minerals and Waste Planning

- 4.42 The previous 2010/11 Slough LDF Annual Monitoring Report did contain a new section on minerals and waste planning. Following the closure of the Berkshire Joint Strategic Planning Unit, minerals and waste planning are now directly undertaken by Slough BC. It is necessary to perform these functions in the context of new and emerging Government guidance.
- 4.43 However the results of the 2010 Annual Aggregates Survey were not available at the time of publication. These figures are provided by the SEEAWP but delayed from lack of funding from CLG.
- 4.44 There are arrangements being put in place to deliver the 2011 annual aggregates survey for Berkshire. This will be included in the Technical Report when published. Data about new planning permissions and municipal waste will also be included in this report. It will also update progress being made on Minerals and Waste Planning in adjoining areas outside of Berkshire.

5 The Single Data List Requirements

- 5.1 The Single data list contains all the data that local councils have to submit to central government on an annual basis. This contains not only planning data requirements. The main reason for creating the Single data list is to make it easier for local authorities to know what is required to be monitored. This list will be updated on an annual basis. Therefore additional indicators will be added in future years.
- 5.2 Towards the end of this year we will produce an additional technical report which will include all the other indicators that we are required to monitor by Department of Communities and Local Government (DCLG). It will also contain indicators which are important to monitor the effectiveness of our planning policy framework. This will be for information purposes and be published on the council's website.

6 Conclusion

Members' approval is being sought for the Annual Monitoring Report which is summarised above so that it can be published on the Council's website to meet statutory requirements.

7 Background Papers

- '1' Slough Annual Monitoring Report 2004/2005
- '2' - Slough Annual Monitoring Report 2005/2006
- '3' - Slough Annual Monitoring Report 2006/2007
- '4' -Slough Annual Monitoring Report 2007/2008
- '5 ' -Slough Annual Monitoring Report 2008/2009
- '6' Slough Annual Monitoring Report 2009/2010
- '7' Slough Annual Monitoring Report 2011/2012
- '8' -Slough Borough Planning Commitments for Employment Uses at March 2012
- '9' -Slough Borough Planning Commitments for Residential Uses at March 2012
- '10' - Localism Act (2011)

This page is intentionally left blank

SLOUGH BOROUGH COUNCIL

REPORT TO: PLANNING COMMITTEE

DATE: 5th September 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 the Members Support Section on request. These decisions are also monitored in the Quarterly Performance Report and Annual Review.

WARD(S)

ALL

Ref	Appeal	Decision
P/15140/002	<p>27 St. Johns Road</p> <p>APPLICATION FOR AN INFILL REAR EXTENSION WITH GLAZED MONO-PITCHED ROOF</p> <p>1- The proposed infill rear extension would result in an elongated rear extension along the boundary of no. 29 St. Johns Road. The proposal therefore by virtue of its depth would have a detrimental impact on the amenities of the adjoining property at No. 29 St. Johns Road contrary to Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Policies H15 and EN1 of The Adopted Local Plan for Slough 2004 and the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.</p> <p>2- The proposed infill rear extension by virtue of its poor design when incorporated with the approved plan under the planning permission ref. P/15140/001, dated 5/10/2011 would result in an undesirable rear extension which would be out of keeping with the original Victorian character of the dwelling contrary to Core Policies 4 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Policies H15, and EN1 of The Adopted Local Plan for Slough 2004 and The Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January.</p> <p>Living Conditions</p> <p>1. A semi-detached property with a substantial single storey rear extension and large dormer window. To the rear of no. 29 there are 2 windows at ground floor level, a patio area and garden.</p>	<p>Appeal Allowed subject to conditions</p> <p>18th June 2012</p>

2. A single storey rear extension has been approved under planning permission ref. P/15140/001 to the full width of rear projection and has created an infill area between the boundary of no. 29 and subject rear extension. The proposed development is to infill the gap.
3. The proposed development would result in a total addition to the original dwelling along the boundary with no. 29 which would be greater than the SPD's maximum depth. One of the matters identified in the SPD concerning the length of an extension is the impact on the amenity of neighbouring residents, including matters such as daylight and outlook.
4. The height of the appeal scheme's flank wall would not be materially taller than the existing boundary wall and would possess a shallow pitch roof. Accordingly, by reason of height, the proposed extension would not adversely affect the levels of daylight or sunlight reaching the neighbouring property, patio area and garden when compared to the current situation. Further, adverse overshadowing would not be caused either.
 - a. When taken together with the existing rear extension, the length of built development along this shared boundary would increase. However, there would be a material difference between the height and massing of the existing extension's flank wall and the proposed development. By reason of these differences, whether in isolation or taking into account the cumulative impact, the appeal would result in neither an overbearing form of development along this boundary nor a material change to the outlook of the occupiers of No. 29.
 - b. Although its depth would be greater than the SPD's guideline, it is judged that the appeal scheme would not have an unacceptable impact on the amenity of neighbouring residents.

Character and Appearance

- c. Core policy 8 of Slough LDF, policy EN1, EN2, H15 and the adopted Guideline require high quality of design and compatibility with original property.
- d. The extension being at the rear would not affect the property's current contribution to the character and appearance of the street scene. The original Victorian character of the property has been lost through rear extensions and appearance has been significantly altered.
- e. The approved rear extension would further erode the character and appearance of the property. It is judged that the scale, height and design of the proposed development would not cause further unacceptable harm to the character and appearance of the property.
- f. Accordingly, on this matter, it is concluded that the proposed development would not cause material harm to the character and appearance of the property and, as such, would not conflict the relevant Policies and Guidelines.

	<p>Other Matters</p> <p>Little weight has been given to the personal circumstances of the family with regards to their health and need for supervision.</p> <p>Little weight has been given to the example of other development in the area as none of them are directly comparable to the subject proposal.</p>	
P/11741/002	<p>55 Oldway Lane</p> <p>DEMOLITION OF EXISTING SINGLE STOREY SIDE EXTENSION AND ERECTION OF A TWO STOREY ATTACHED HOUSE</p>	<p>Appeal Dismissed</p> <p>17th July 2012</p>
Enforcement	<p>139 Parlaunt Road</p> <p>Unauthorised erection of a front canopy.</p>	<p>Appeal Allowed and the enforcement notice as corrected is quashed.</p> <p>Costs Allowed</p> <p>17th July 2012</p>
P/15014/001	<p>2 Carrington Road and 122 Belgrave Road</p> <p>ERECTION OF A THREE BEDROOM DWELLING</p>	<p>Appeal Dismissed</p> <p>24th July 2012</p>
P/15195/001	<p>8 Quaves Road</p> <p>ERECTION OF A TWO STOREY REAR EXTENSION WITH HIPPED AND PITCHED ROOF, ERECTION OF A SINGLE STOREY SIDE AND REAR EXTENSION WITH PART MONO PITCHED / PART FLAT ROOF FOLLOWING DEMOLITION OF EXISTING GARAGE. ERECTION OF A REAR OUTBUILDING WITH HIPPED AND PITCHED ROOF, FORMATION OF A VEHICULAR ACCESS ONTO BUCKLAND AVENUE</p> <p>Appeal against Condition.</p>	<p>Appeal Dismissed</p> <p>Award of costs refused.</p> <p>2nd August 2012</p>

This page is intentionally left blank