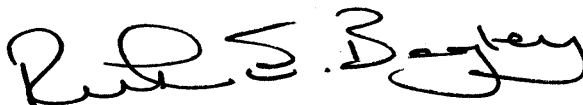


Date of issue: 21st June, 2016

| | |
|--|---|
| MEETING | PLANNING COMMITTEE (Councillors Dar (Chair), M Holledge, Ajaib, Bains, Chaudhry, Plenty, Rasib, Smith and Swindlehurst) |
| DATE AND TIME: | WEDNESDAY, 29TH JUNE, 2016 AT 6.30 PM |
| VENUE: | VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF |
| DEMOCRATIC SERVICES OFFICER: (for all enquiries) | TERESA CLARK 01753 875018 |

NOTICE OF MEETING

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



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

APOLOGIES FOR ABSENCE

CONSTITUTIONAL MATTERS

1. Declarations of Interest

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3 paragraphs 3.25 – 3.27 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.

The Chair will ask Members to confirm that they do not have a declarable interest.

All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.

- | | | | |
|----|---|-------|--|
| 2. | Guidance on Predetermination/Predisposition - To Note | 1 - 2 | |
| 3. | Minutes of the Last Meeting held on 16th June, 2016 | 3 - 6 | |
| 4. | Human Rights Act Statement - To Note | 7 - 8 | |

PLANNING APPLICATIONS

- | | | | |
|----|--|---------|---------------------------|
| 5. | P/06348/011 - Lion House, Petersfield Avenue | 9 - 30 | Central |
| | Officer Recommendation: Delegate to the Planning Manager | | |
| 6. | P/01766/023 - 172-184, Bath Road, Slough, SL1 3XE | 31 - 38 | Cippenham Meadows |
| | Officer Recommendation: Refuse | | |
| 7. | S/00306/001 - Britwell Estate, Bromycroft Road, Monksfield Way, Odencroft Road, Furzen Close and Woodfield Way | 39 - 46 | Britwell and Northborough |
| | Officer Recommendation: Approve | | |
| 8. | S/00387/002 - 13-47 Wilford Road, 1-30 Darrell Close, 10-68 Page, and 64-146 Reddington Drive | 47 - 56 | Langley Kedermister |
| | Officer Recommendation: Refuse | | |
| 9. | S/0723/000 - Sherwood Close, Reddington Drive, Meadow Road & Fox Road, (various properties) | 57 - 64 | Langley Kedermister |
| | Officer Recommendation: Refuse | | |



MATTERS FOR INFORMATION

10. Members Attendance Record 65 - 66

11. Date of Next Meeting

Wednesday 6th July, 2016

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. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

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PREDETERMINATION/PREDISPOSITION - GUIDANCE

The Council often has to make controversial decisions that affect people adversely and this can place individual members in a difficult position. They are expected to represent the interests of their constituents and political party and have strong views but it is also a well established legal principle that members who make these decisions must not be biased nor must they have pre-determined the outcome of the decision. This is especially so in “quasi judicial” decisions in planning and licensing committees. This Note seeks to provide guidance on what is legally permissible and when members may participate in decisions. It should be read alongside the Code of Conduct.

Predisposition

Predisposition is lawful. Members may have strong views on a proposed decision, and may have expressed those views in public, and still participate in a decision. This will include political views and manifesto commitments. The key issue is that the member ensures that their predisposition does not prevent them from consideration of all the other factors that are relevant to a decision, such as committee reports, supporting documents and the views of objectors. In other words, the member retains an “open mind”.

Section 25 of the Localism Act 2011 confirms this position by providing that a decision will not be unlawful because of an allegation of bias or pre-determination “just because” a member has done anything that would indicate what view they may take in relation to a matter relevant to a decision. However, if a member has done something more than indicate a view on a decision, this may be unlawful bias or predetermination so it is important that advice is sought where this may be the case.

Pre-determination / Bias

Pre-determination and bias are unlawful and can make a decision unlawful. Predetermination means having a “closed mind”. In other words, a member has made his/her mind up on a decision before considering or hearing all the relevant evidence. Bias can also arise from a member’s relationships or interests, as well as their state of mind. The Code of Conduct’s requirement to declare interests and withdraw from meetings prevents most obvious forms of bias, e.g. not deciding your own planning application. However, members may also consider that a “non-pecuniary interest” under the Code also gives rise to a risk of what is called apparent bias. The legal test is: “whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the Committee was biased”. A fair minded observer takes an objective and balanced view of the situation but Members who think that they have a relationship or interest that may raise a possibility of bias, should seek advice.

This is a complex area and this note should be read as general guidance only. Members who need advice on individual decisions, should contact the Monitoring Officer.

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Planning Committee – Meeting held on Thursday, 16th June, 2016.

Present:- Councillors Dar (Chair), M Holledge (Vice-Chair), Ajaib, Bains, Chaudhry, Plenty, Smith and Swindlehurst

Also present under Rule 30:- Councillors Pantelic and Parmar

Apologies for Absence:- Councillor Rasib

PART I

1. Declarations of Interest

Councillors Ajaib and Chaudhry declared that they would have had an interest in respect of Planning Applications: P/15599/002, Pechiney House, The Grove, Slough and P/00522/021 - Bishops Road Car Park, The Grove, Slough, in that the application sites were situated in their Ward (Central). (Both items were withdrawn from the agenda prior to the commencement of the meeting).

Councillor Bains declared that he had an interest in respect of Planning Application: P/11425/022 - Land South of Kings Reach & adjacent to Upton Court Park, Slough, in that the application site was situated in his Ward (Upton). He advised that he would approach the matter with an open mind and vote on the item.

2. Guidance on Predetermination/Predisposition - To Note

Members confirmed that they had read and understood the guidance on predetermination and predisposition.

3. Minutes of the Last Meeting held on 27th April 2016

Resolved - That the minutes of the meeting held on 27th April, 2016, be approved as a correct record.

4. Human Rights Act Statement - To Note

The Human Rights Act Statement was noted.

5. Planning Applications

Details were tabled in the amendment sheet of alterations and amendments received since the agenda was circulated. The Committee adjourned at the commencement of the meeting to read the amendment sheet.

Oral representations were made to the Committee under the Public Participation Scheme, by an Objector, the Applicant, and Ward Councillors, in

Planning Committee - 16.06.16

respect of Application: P/05370/069 - Asda Stores Ltd, Telford Drive, Slough, SL1 9LA.

Oral representations were made to the Committee under the Public Participation Scheme by an Objector in respect of Application S/00134/012 - Kennedy Park, Long Furlong Drive, Slough SL1 9LA.

The Chair varied the order of agenda so that the items where Ward Councillors and Objectors were in attendance were taken first.

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

6. P/05370/069 - Asda Stores Ltd, Telford Drive, Slough, SL1 9LA

| Application | Decision |
|--|---|
| Construction of a four pump Petrol Filling Station (PFS) with air/water unit, control room and associated works. | Delegated to the Planning Manager for approval, following resolution of Highways and Transport matters, finalising of conditions set out in the report, subject to following additional conditions: <ol style="list-style-type: none">1. Hours of operation on Sunday 10 am to 4 pm and all other days 7am to 10 pm.2. The PFS must be manned at all times to ensure adequate supervision.3. The provision of a suitable pedestrian crossing on slip road at entrance to site and; satisfactory completion of a Section 106 Agreement, if required. |

7. S/00134/012 - Kennedy Park, Long Furlong Drive, Slough

| Application | Decision |
|--|-----------|
| Enhancement to park including new paths, outdoor gym, natural play area & landscaping. | Approved. |

Planning Committee - 16.06.16

8. P/11425/022 - Land South of Kings Reach & adjacent to Upton Court Park, Slough, SL3 7LT

| Application | Decision |
|---|--|
| Construction of a secondary school (Use Class D1) comprising two and three storey teaching buildings, ancilliary sports hall and facilities, playing fields, car parking and landscaping. | Delegated to Planning Manager for approval |

9. P/02092/009 - The Cross Keys, 35 High Street, Chalvey, Slough, SL1 2RU

| Application | Decision |
|---|---|
| Construction of 7no. four bedroom three storey houses and 4no. three bedroom three storey houses with associated car and bicycle parking. | Delegated to the Planning Manager for approval. |

10. P/16493/000 - 816 Leigh Road, Slough, SL1 4BD

| Application | Decision |
|---|--|
| Construction of a motor vehicle dealership (Sui Generis) to include vehicle showroom, used vehicle display and/or aftersales facility, sale of new and used motor vehicles, service centre, workshop, vehicle preparation and valet centre, MOT testing centre, pre-delivery inspection centre, smart repairs, bodyshop, parts and accessories sales, distribution and store, sales and administration offices, car parking, vehicle display, vehicle storage or such other purpose within uses classes B1, B2 or B8. | Delegated to the Planning Manager for approval, subject to consideration of improvement to external cladding on Leigh Road frontage. |

11. S/00197/014 - The Centre, Farnham Road, Slough

| Application | Decision |
|--|---|
| Demolition of existing building and erection of new Leisure Centre together with access, parking, landscaping and ancillary works. | Delegated to Planning Manager for approval. |

Planning Committee - 16.06.16

12. P/15599/002 - Pechiney (UK) Ltd, Pechiney House, The Grove, Slough, SL1 1QF

| Application | Decision |
|--|---------------------------------|
| Construction of three storey extension and conversion of building to provide 41 residential units (Class C3) with associated internal and external works, landscaping and amenity space. | Item withdrawn from the agenda. |

13. P/00522/021 - Bishops Road Car Park, The Grove, Slough, SL1 1QP

| Application | Decision |
|--|---------------------------------|
| Redevelopment to provide a 5-storey residential building comprising 24 units (Class C3) with associated landscaping and amenity space. | Item withdrawn from the agenda. |

14. Planning Appeal Decisions

Resolved - That details of recent Planning Appeal decisions be noted.

15. Members Attendance Record

Resolved - That the Members Attendance Record be noted.

16. Date of Next Meeting

The date of the next meeting was confirmed as 29th June, 2016.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 9.14 pm).

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 |

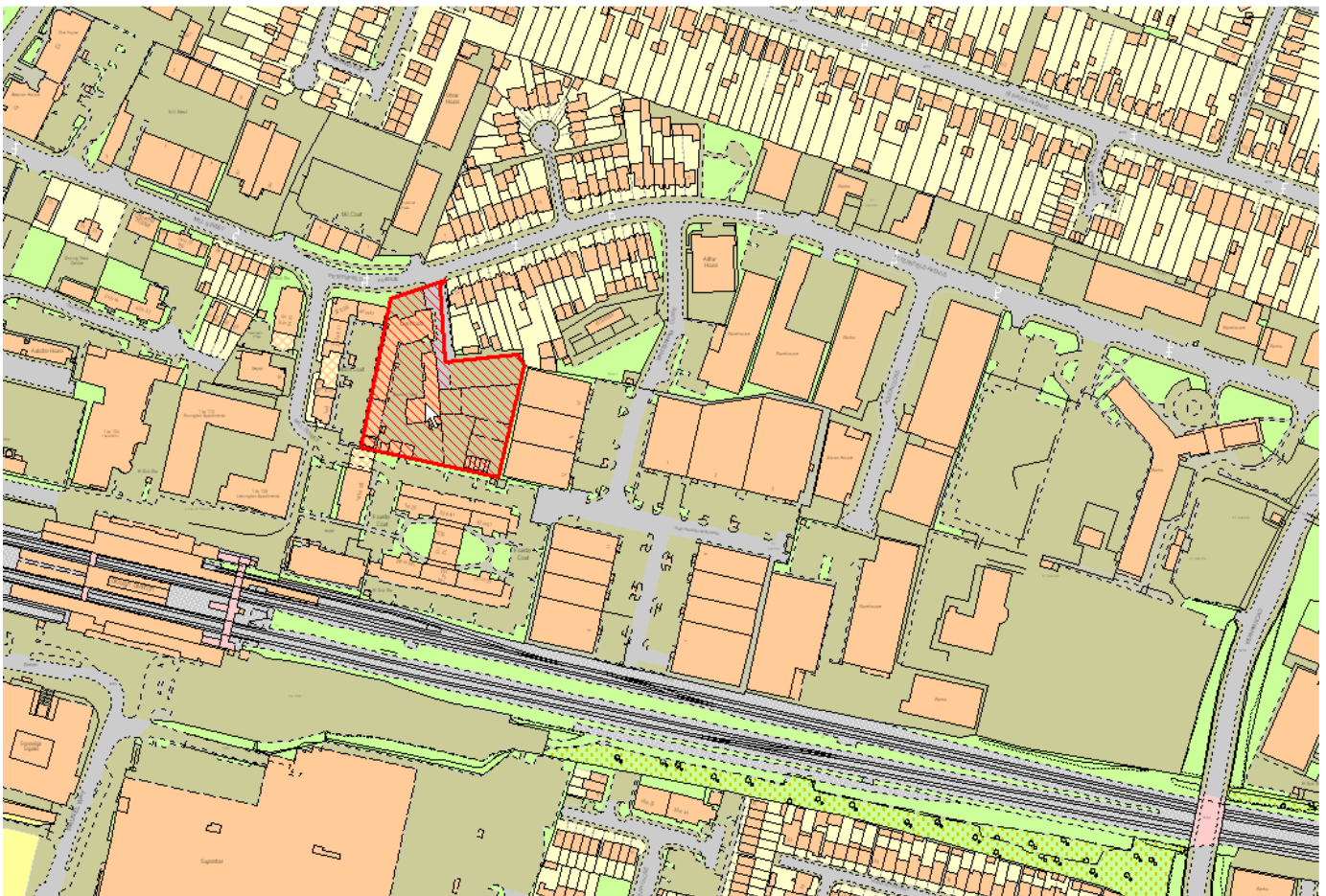
| | USE CLASSES – Principal uses |
|---------|-------------------------------------|
| A1 | Retail Shop |
| A2 | Financial & Professional Services |
| A3 | Restaurants & Cafes |
| A4 | Drinking Establishments |
| A5 | Hot Food Takeaways |
| B1 (a) | Offices |
| B1 (b) | Research & Development |
| B1 (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 |
| PS | Paul Stimpson |
| CS | Chris Smyth |
| JD | Jonathan Dymond |
| HA | Howard Albertini |
| IH | Ian Hann |
| NR | Neetal Rajput |
| SB | Sharon Belcher |
| AM | Ann Mead |
| FI | Fariba Ismat |
| FS | Francis Saayeng |

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| | | | |
|---------------------------|--|----------------------|-------------|
| Registration Date: | 23-Dec-2015 | Applic. No: | P/06348/011 |
| Officer: | Mr. Albertini | Ward: | Central |
| | | Applic type: | Major |
| | | 13 week date: | 23rd |
| Applicant: | MHA London Ltd | | |
| Agent: | Peter Bovill, Montagu Evans LLP 5, Bolton Street, London, W1J 8BA | | |
| Location: | Lion House, Petersfield Avenue, Slough, SL2 5DN | | |
| Proposal: | Demolition of existing buildings and erection of a part four, part seven storey building and a part five, part seven storey building comprising residential accommodation, basement car parking, landscaping and associated works. | | |

Recommendation: Delegate to Planning Manager for approval



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate to Planning Manager for approval, subject to Section 106 planning obligation.

2.0 Background

- 2.1 At the 31st March 2016 Planning Committee a decision on this application was deferred to allow planning officers to seek agreement with the applicants amendments to the design of the development. The original report follows this supplementary report.

3.0 Revised Proposal

- 3.1 The key revisions to the development proposal are :

Reduced number of flats from 172 to 155 (10 % change).
Removal of 8th storey from the eastern block (behind Petersfield Ave homes)
Reduction of flank wall from 5 to 4 stories behind Petersfield Ave. homes.
Some balconies rearranged to allow more light into rooms.
Enlarged (40%) central landscaped amenity space between the two blocks

- 3.2 The revisions have resulted in the schedule of accommodation being :

66 one bedroom flats (of which 9 studios)
88 two bedroom flats
1 three bedroom flat.
164 cars parking spaces (previously 172).

- 3.3 The affordable housing offered when the revision was submitted was 31 intermediate tenure homes representing 20% of the total. As a result of viability negotiation this has been changed to 29 social rent tenure homes which is 19% of the total homes in the proposal. This latest proposal comprises 9 one bedroomed and 20 two bedroomed flats. The previous scheme presented to the March Committee was 20% social rent.

- 3.4 An updated and expanded light study has been submitted. Some other supporting documents have been updated. The revised light study points out that the original light study concluded that some of the surrounding residential properties would receive a small reduction in light levels but within accepted (BRE) guidelines. It also states that the revised scheme is an improvement on the original submission. In terms of internal light levels of proposed flats the study concludes that the revised scheme results in fewer flats (6 compared to 13) fail the average daylight factor test. It also clarifies that of the rooms that fail all are in separate flats and that the rooms affected are 5 bedrooms and one living room.

- 3.5 As a result of the reduction in dwellings proposed the Section 106 package offered has been reduced in the same proportion. The revised affordable housing proposal is described above. A revised viability study to support this has been submitted.

4.0 Neighbour notification

- 4.1 Neighbours have been notified of the amended proposal. No further responses have been received.

- 5.0 **Consultation**
Highways/Transport – any comments will be on the amendment sheet.
- Housing - prepared to support the revised affordable housing proposal.
- 6.0 **Appraisal**
- 6.1 The reduction of the mass of one building reduces the impact on nearby homes to the north and south in terms of visual impact or overbearing affect. It also reduces the adverse effects of changes to light levels to those homes.
- 6.2 The alteration to balconies increases light penetration into many of the living rooms of the new homes. This is a result of shortening or moving projecting balconies on living room windows to one side to not limit light to rooms below. The reduction of the number of flats that fail one of the light tests is a benefit.
- 6.3 The mix of flats is acceptable. The percentage of wheelchair accessible flats has increased from 10 % to 11 % despite the overall reduction of flats.
- 6.4 The reduction of dwellings means there is now a better car parking ratio of 1.06 spaces per flat instead of one per flat. This allows for all residents to have access to a space in the basement area with extra spaces (9 total) for visitors. At ground level the delivery bay remains and 2 of the visitor parking spaces are at this level. The rest are in the basement. The ground level parking spaces have been reduced to increase the amenity area.
- 6.5 The cycle storage remains the same at 180 spaces such that by proportion there are more cycle store places per flat.
- 6.6 Whilst the original proposal was acceptable overall the revisions to the development improve the scheme by reducing some of the adverse effects or less desirable features.
- 6.7 The 1 % reduction of the affordable housing proportion is an undesirable outcome of the loss of 17 dwellings from the scheme. Whilst 20% affordable housing can be achieved if intermediate tenure is accepted 19% social rent tenure is preferred. The revised viability study that justified the reduction in affordable housing has been accepted by the Council's Asset Management team.
- 6.8 The conclusions of the light study are being checked by the Council's specialist consultant. Any new information will be on the meeting amendment sheet.
- 6.9 Regarding the revised drainage information there is one outstanding matter but this may be resolvable through the drainage condition. Also there are some drawing discrepancies that need clarifying.
- 6.10 The revised proposal addresses concerns raised by the Planning Committee and is acceptable subject to confirmation that the light study is satisfactory, completion of a Section 106 Agreement.
- 7.0 **Recommendation**
- 7.1 Delegate to Planning Manager for approval, subject to the completion of a satisfactory Section 106 planning obligation and revisions to draft planning conditions.

PART D: CONDITIONS

1. Time

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

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

2. Approved plans

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

Prefix 6493

D1000 01 EXISTING LOCATION PLAN
D1100 00 EXISTING SITE PLAN
D1700 00 EXISTING NORTH ELEVATION
D1701 00 EXISTING EAST ELEVATION
D1702 00 EXISTING EAST ELEVATION 2
D1703 00 EXISTING SOUTH ELEVATION
D1704 00 EXISTING SOUTH ELEVATION 2
D1705 00 EXISTING WEST ELEVATION 1
D3000 06 SITE PLAN Received 10/5/16
D3100 15 PROPOSED GROUND FLOOR PLAN Received 10/5/16
D3101 11 PROPOSED FIRST FLOOR PLAN Received 10/5/16
D3102 12 PROPOSED SECOND AND THIRD FLOOR PLAN Received 10/5/16
D3104 11 PROPOSED FOURTH FLOOR PLAN Received 10/5/16
D3105 11 PROPOSED FIFTH FLOOR PLAN Received 10/5/16
D3106 11 PROPOSED SIXTH FLOOR PLAN Received 10/5/16
D3150 11 PROPOSED ROOF PLAN Received 10/5/16
D3199 11 PROPOSED BASEMENT PLAN Received 10/5/16
D3200 06 LANDSCAPE PLAN Received 10/5/16
D3500 01 SECTION AA Received 10/5/16
D3501 01 SECTION BB Received 10/5/16
D3502 01 SECTION CC Received 10/5/16
D3700 02 NORTH ELEVATION BLOCK AB Received 10/5/16
D3701 01 EAST ELEVATION BLOCK AB Received 10/5/16
D3702 02 WEST ELEVATION BLOCK AB Received 10/5/16
D3703 01 SOUTH ELEVATIONS BLOCK AB&C Received 10/5/16
D3704 01 NORTH ELEVATION BLOCK C Received 10/5/16
D3705 02 EAST ELEVATION BLOCK C Received 10/5/16
D3706 02 WEST ELEVATION BLOCK C Received 10/5/16
D3720 00 COLOURED ELEVATIONS

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 Local Plan for Slough 2004 and the Core Strategy 2006-2026.

3. Details and Samples of materials

Details of external materials and samples of bricks, balcony panels, panels for oriel windows with

restricted view to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the development 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. Lighting Scheme

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

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

5. Bin storage

The bin stores on the approved drawings 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.

6. Noise attenuation and ventilation.

No dwelling on the east elevation of the building (that which faces the industrial unit in Whittenham Close) shall be occupied until its respective approved noise attenuation and associated ventilation measures have been installed. The noise attenuation measures and associated ventilation measures shall have first been submitted to and have been approved in writing by the Local Planning Authority. Details of ventilation measures shall include air change information for habitable rooms (on the east elevation) at times when windows are closed.

REASON To protect the occupiers of the flats from the external noise environment in the interests of residential amenity and in accordance with Core Policy 2 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 and National Planning Policy Guidance.

7. Soil - Phase 2 Intrusive Investigation Method Statement

Development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON : To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

Soil - Phase 3 Site Specific Remediation Strategy

Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

8. Soil - Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

9. Landscaping Scheme

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.

10. Boundary treatment

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 the boundary treatment shall be implemented on site prior in accordance with the approved details and retained at all time in 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 and in the interest of crime prevention re Core Strategy policy 12 community safety.

11. Alterations to existing access and sightline

No development shall commence until details of the alterations to the existing point of access between the application site and the highway have been submitted to and approved in writing by the Local Planning Authority and the access alterations shall be implemented in accordance with the details approved prior to occupation of the development. The details shall include sightlines of 2.4m by 43m. The sightlines shall be kept free of all obstructions higher than 600 mm above the adjoining carriageway level.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Policy 7 of the Local Development Framework Core Strategy 2006-2026 adopted 2008.

12. Off Site Highway Works

No development shall be occupied until off site highway works have been carried out in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority prior to commencement of any development. The off site works shall comprise :

- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Alterations to site access junction;
- Reconstruction of footway fronting the application site;

REASON In the interest of conditions of general safety on the adjacent highway network.

13. Internal access roads and parking

Prior to first occupation of the development, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans. The access road shall include a connection with the existing rear vehicular access for existing houses in Petersfield Avenue.

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 7 of Local Development Framework Core Strategy 2006-2026 adopted 2008.

14. Cycle parking

No development shall be begun until details of the cycle parking stand and security 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 and the storage areas on the approved drawings 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 and secure cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of

the Slough Integrated Transport Strategy.

15. Surface Water Drainage

The construction of the surface water drainage system shall be carried out and maintained in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences. The details shall include future maintenance of the system. The drainage system shall be completed in accordance with those details prior to the occupation of any dwelling. The system will require attenuation of surface water on site. The drainage system shall be retained and maintained in accordance with the approved details

REASON To prevent the increased risk of flooding and pollution of the water environment.

16. Security

Each entry points to the building (including front door, bin and cycle stores and basement car park) shall have installed a secure entry system prior to occupation of any dwelling served by its associated entry point. The system shall be installed in accordance with details first submitted to and approved in writing by the Local Planning Authority.

REASON In the interest of crime prevention.

17. External Appearance Details

No development shall commence until detail elevational and section drawings of windows, doors, eaves and balconies have been submitted to and approved in writing by the Local Planning Authority. The drawings shall be at 1:100 scale.

REASON In the interest of visual amenity.

18. Restricted view windows/balconies

No development shall commence until detail drawings of oriel windows that have restricted view and balconies (to be completed) have been submitted to and approved in writing by the Local Planning Authority. The measures that restrict views out of the windows and balconies shall be retained and maintained thereafter.

REASON In the interest of the living conditions of nearby residents.

19. Archaeology

No development shall take place until the applicant has secured and implemented an archaeological watching brief as part of phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has first been submitted to and been approved by the Local Planning Authority.

REASON The site is within an area of archaeological potential. An archaeological watching brief is required to mitigate the impact of development and ensure preservation 'by record' of any surviving remains. This is to be undertaken as the provisional stage of a phased programme of works should initial investigations warrant further mitigation.

20. Electric vehicle charging points

No dwelling shall be occupied until 17 of the car parking spaces have been provided with 7 kW rapid charge electric vehicle charging points and all of the undercover car parking spaces have been

provided with electric cabling adjacent to the spaces, that is connected to the developments power supply and is suitable for supplying power to 7 kW rapid chargers (that can be installed and connected to the cable at a later date).

REASON In the interest of public health and air quality in particular encouraging use of low carbon emission cars in accordance with policy 8 of the Core Strategy 2006 - 2026

21. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted and approved in writing by the local planning authority, which shall include details of the provision to be made during the construction period (1) to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site and (2) for construction vehicle wheel cleaning. These details shall thereafter be implemented as approved before the development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users

INFORMATIVE(S):

1. Section 106 Legal Agreement. The applicant is reminded that a planning obligation under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.

2. Highway Matters

- 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 units.
- No water metres will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water metres 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.
- The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water 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.
- Prior to commencing works the applicant will need to enter into a section 278 agreement of the Highways Act 1980 / Minor Highways Works Agreement with Slough Borough Council for the implementation of the works in the highways works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
- The applicant must obtain a licence from Slough Borough Council for maintaining the highway verge (once dedicated) fronting the application site under Section 142 of the Highways Act 1980.
- The car park shall be designed in accordance with Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition".

3. Car Parking The developer is asked to ensure that purchasers of flats are fully aware of the limited parking space on the development and that they purchasers should not expect to park on the public highway nearby. This is to help ensure flat owners do not have more cars than parking spaces available to them on site.

4. Positive and proactive statement. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

ORIGINAL REPORT 31st March 2016

1.0 SUMMARY OF RECOMMENDATION

- 1..1 Delegate to Planning Manager for approval, subject to Section 106 planning obligation. and resolution of outstanding matters. If affordable housing / Section106 planning obligation package not settled to refuse the application.

PART A: BACKGROUND

2.0 The Proposal

- 2.1 This proposal for 172 homes comprises 10 studios, 85 one bedroom, 76 two bedroom and 1 three bedroom flats. 35 homes are affordable housing (13 one bedroom and 22 two bedroom). Tenure is 'intermediate' but negotiations continue regarding the quantity and tenure. The homes are arranged in 2 blocks with varying storey height ranging from 4 on the frontage to 8 deeper in the site. The east side block reaches 8 storeys stepping down to 7 at the rear (east side) and at either end. It is 5 storeys nearest the rear of Petersfield Homes containing oriel windows preventing a direct view into adjacent homes. The west building is made up of two portions. The main portion rises to 7 storeys stepping down at the flanks and rear. That part near the front of the site is four storey. The elevation that faces existing Petersfield homes gardens has a combination of oriel windows as described above and windows with balconies. Both buildings are aligned north south on the site.
- 2.2 Car parking is provided at an average of 1 space per home. All but 10 of the car parking spaces are in a basement accessed by a ramp on the east side of the site. 10 spaces and a delivery bay are at ground floor level. There are 4 cycle stores integrated into the buildings at ground level.
- 2.3 The existing site access (approximately 4.5 metres wide) will be reformed and widened by 4.5 metres on the west side to form a 4.5 m wide carriageway, 2 m footway (west side) and 2 m strip (on the east side) to accommodate parking that already occurs on an informal basis. The existing access also serves some existing garages located at the rear of adjacent houses; those garages appear to be not in use for parking cars.
- 2.4 Communal amenity space for the flats is proposed in between the two blocks. Most ground floor flats have private patio amenity space immediately in front of the flat. Most upper floor flats have a balcony or a terrace.
- 2.5 Existing trees near adjacent gardens are just outside the site boundary but overlap the site. One tree on the south boundary will be removed. New trees are proposed between the two buildings in the communal amenity space.
- 2.6 All the flats comply with the new national space standard. 10% have been designed to comply with Part M4 Category 3 wheelchair user dwellings.
- 2.7 The buildings have a varied profile in response to the adjacent buildings and living conditions of those adjacent. Facades are broken up through variations of the mass of the blocks and the projecting balconies and oriel windows. Elevational treatment will be contemporary in style using primarily brick. Three tones of brick colour are proposed including creamy/yellow facing Petersfield Avenue, and red or brown tones elsewhere. Corduroy brick pattern (alternating protruding brick courses) appear at ground floor level and feature panels next to some window

openings. A soldier course caps the parapet of the flat roof buildings. Light grey powder coated aluminum or steel balconies articulate the facades.

- 2.8 The west wing is parallel to the Noble Court flats to the west 26 metres away. The southern flanks are 18 metres from Foundry Court flats off Mill St. The east façade is 10 metres from adjacent industrial unit. The distance of the west building 5 storey flank to the rear elevation of main façade of adjacent houses is 39.5 metres. The distance between the adjacent Petersfield House (No. 10) and the side of the four storey frontage building is 12 metres. Windows and balconies nearest Petersfield Ave homes have been designed to minimize overlooking. More detail is provided in the appraisal below. There are windows on all elevations.
- 2.9 The supporting information submitted includes design information, transport assessment, draft travel plan, planning statement, day light study, noise assessment, drainage strategy, flood risk assessment, ground investigation and Statement of community involvement.
- 2.10 A viability study submitted by the applicants states that the scheme is not viable if the Council's normal Section 106 infrastructure and 40 % affordable housing requirements are included. The applicants propose 20% affordable housing but not the requested social rent tenure. The level of infrastructure contribution is being discussed in connection with negotiations on the affordable housing.

3.0 **Application Site**

- 3.1 The 0.51 hectare site currently contains a part two and part three storey building used as a school plus second two storey building with yard used by the Council's property maintenance contractor. A few trees overhang the site near the rear sheds/garages in existing gardens adjacent. The existing private access road runs immediately adjacent to number 10 Petersfield Ave which is an extended house converted to flats. The access also serves a few rear garden garages that appear to be unused as garages.
- 3.2 To the west are 4 and 5 storey flats and associated car park (Noble Ct.). To the south is a 7 storey building part of the Linden Homes Foundry Court flats scheme. To the east is the rear of a large, relatively new industrial/business unit. It has no windows facing the site. On the Petersfield Ave. frontage two storey houses with long rear gardens adjoin the site. Opposite is the entry to a commercial site with houses adjacent. One of the commercial buildings is now used as a church

4.0 **Site History**

- 4.1 Part of Lion House was approved in 2006 for use as a private school.

Application for 119 flats (4/5 storey) refused October 2007; Appeal dismissed May 2008 (P/6348/5).

Application for 92 flats (3/4 storey) refused January 2008, Appeal dismissed May 2008 (P/6348/006).

The key issues considered at the 2008 appeal (for both the above schemes) related to the reasons for refusal comprised :

- Would loss of employment land be acceptable.
- Effect of building on the appearance and character of the surroundings (design/residential amenity).

- Adequacy of provision for family housing.
- Adequacy of provision for car parking.

The key reasons that the appeal Inspector used to dismiss the appeals were :

The design issues regarding the affect of the frontage of the larger building on the character of Petersfield Avenue.

The proximity and height of the building in relation to nearby Petersfield Ave. homes more so for the larger 119 unit scheme.

Inadequate car parking of the larger scheme (0.6 spaces per unit).

Lack of adequate landscape setting.

Concerns relating to family housing were not supported; loss of employment land was not supported because the Core Strategy, that firms up this policy was not, at the time of the inquiry, declared sound. The Strategy has since been found 'sound'.

- 4.2 90 flats (3/5 storey) and conversion of 2 flats to a 3 bedroom house.
Approved 23 October 2008 (P66348/7).

Extension of time for implementation of the above planning permission
Approved (1/4/15) with reduced Section 106 Agreement package but additional provision re off site parking control measures. Conversion of the two flats to a house deleted.

5.0 Neighbour Notification

- 5.1 Petersfield Ave 1-7 odd 10. 10A – 32 even. 22a.
Mill St. Noble Court 1-47 incl; Mill Court 1-4, Brooklands House, Shear House, 51
Whittenham Close units 12, 14, 15.
Foundry Court.
3,4,7,8,11,12,15,16,19,20,23,24,32,33,38,39,44,45,50,51,56,57,60,61,64,65,66,69,70,71,74,75,76,79,80,81,84,85,86,89,90,173,180,181,188,189.

- 5.2 3 letters of objection received raising issues of:

- Noise from more cars and people
- Privacy – human rights, overlooking
- Design – bulk of buildings, too tall, out of character,
- Low quality flats and over development, lack of amenities in the area.
- Reduced light – applicants light study not believed.
- Traffic; visible traffic issues that did not exist five years ago; question Town Centre planning rules.
- Parking – visitors cannot park near Petersfield Ave homes.
- Why has health centre been dropped ?
- Genuine planning concerns highlighted previously disregarded.
- General concern about high density of development and concentration of apartments in the area in recent years. Change from calm area to one with crime, social problems. Tower blocks being pulled down in other areas.
- Planning Inspector rejected previous design for being too dense etc. in proportion to nearby homes.

- Public exhibition misleading and questionnaire biased.
- No consideration of spill over issues likely to impact residents.
- Intrusion of privacy/overlooking
- Make traffic conditions worse/noise/safety risk.
- Petersfield Ave used for parking by residents of new flats nearby
- Building would create shadows
- Out of keeping with streetscape
- Church opened opposite since permission granted; this has lead to increased car parking in the street; the proposal site is used for overflow car parking.

5.3 Petition of 48 signatures objecting to proposal on grounds of :

- Appeal planning inspector declared previous plans over ambitious, poorly relating to existing houses and generally too big/dense for the area.
- Design and visual Impact on the area based on height, mass, design
- Privacy and long term effects on the immediate area and community.
- Overshadowing – Concern about studies; loss of light/sun o existing homes.
- Noise – people at night, cars using car park ramp at night, collective noise from more people on site.
- Pollution – car fumes, noise, light
- Landscaping and open areas – inadequate
- Transport and parking and road safety – flows will be radically different from current use.

5.4 In response to the comments traffic and parking matters are addressed in para 6.1 and Section 8. Visual impact is addressed in Section 7 and 9 and 10; affect on living conditions of residents is addressed in para 10. Regarding the 2008 appeal decision the Inspectors decision related to specific aspects of the scheme that was current at that time. The Inspector did not reject the principle of a high density scheme on the site. The Inspectors concerns are referred to in para. 4.1 above and Section 9 below. The affect of noise and pollution on existing residents will not be significant enough to warrant rejection of the application or implementation of planning controls. Regarding local amenities the sites central location means that key amenities are nearby. Expansion of schools to meet additional demand is a matter dealt in para. 11 under the Section 106. The applicants have not included the health centre of the permitted scheme. Whilst this is disappointing there is no substantive reason to insist upon it.

6.0 **Consultation**

6.1 Traffic/Highways:

The site will lead to an increase in person trips to the site (pedestrian, cycle and public transport), but an overall reduction in vehicle trips compared to the existing use.

Modifications are being made to the existing site access to make it a suitable width and included a footway leading into the site.

Car parking is provided at 1 space per unit which is an improvement on the previously consented scheme. A Parking Survey of the nearby Foundry Court development has been submitted which demonstrates that 81% of the spaces (0.83 spaces per unit) were in occupation at the time of the survey at midnight on 4th and 5th November 2015. The proposed level of parking provision including 20 electric vehicle parking bays provided at basement level are considered acceptable. Further discussions on how the bays are to be allocated are on-going.

The applicant has agreed to a mitigation package which is considered acceptable

Minor design changes are required to cycle parking, the access design and the Travel Plan. Clarity about right of access over existing private road sought. Conditions recommended. Section 106 obligations required for scheme to be acceptable are :

- Travel Plan;
- TRICS surveys for Travel Plan monitoring;
- £150,000 Transport contribution towards encouraging non-car modes of travel.
- Car Parking Space allocation/management system; and
- Residents excluded from being eligible for existing or any future on-street resident parking permit scheme.
- Sign Sec. 278 Highway Agreement for works within the Highway

- 6.2 Environmental Protection:
Request standard conditions re soil tests and remediation.
- 6.3 Housing :
Request scheme have social rent housing on site not intermediate tenure. Negotiations on this matter continue. Mix and size of dwellings acceptable.
- 6.4 Education:
Request contribution towards education facilities
- 6.5 Drainage:
Some concerns about detail of preliminary drainage strategy. Revisions requested.
- 6.6 Thames Water :
Response not yet received.

PART B: PLANNING APPRAISAL

- 7.0 **Policy**
- 7.1 The site is an existing business area. The adopted Local Development Framework Core Strategy seeks retention of business use. Local Plan policy EMP 6 encourages mixed use redevelopment in the Stoke Road/Mill Street area. This site can be considered to be an extension of this area; the inquiry Inspector supported this view. Nearby redevelopment has been approved as an exception to the previous Local Plan policy regarding retention of business use. Furthermore the 2010 Proposals Map identifies the area north of the Station, including this site, as a selected key location where the loss of existing business area policy can be relaxed if proposals provide comprehensive regeneration in particular residential or mixed uses.
- 7.2 Whilst the Core Strategy seeks to concentrate high density development in the town centre this site is so close to the expanded town centre area (Mill Street being the boundary) an exception can be made. This principle has been established by the existing planning permission for 90 flats and is broadly supported by the 'selected key location' proposal, referred to above on the Proposals Map and Site Allocations Development Plan.
- 7.3 In relation to the above policy matters the scheme can be considered acceptable in terms of land use/density provided that quality of design, living conditions and Section 106 matters are

satisfactory. These issues are dealt with below.

- 7.4 In terms of affordable housing Core Strategy policy 4 type of housing at present the proposal does not comply. Negotiations continue and an update will be reported at the Committee meeting. See also para. 11 below regarding affordable housing and infrastructure matters.

8.0 **Transport and Highway Matters**

- 8.1 There are no vehicle traffic impact problems compared to the existing use of the site. To help reduce car use convenient and attractive pedestrian and cycle links to the town centre (and other local facilities) are important. The applicants agree to the principle of making a financial contribution for Transport. Negotiation of the Section 106 of 2015 resulted in a sum less than established in 2008 but provided flexibility on how it was spent to address various transport and parking measures that will arise as a result of the development. This principle is still acceptable although the precise sum has yet to be agreed.
- 8.2 The parking ratio of 1 space per dwelling (average) is acceptable subject to provisions to encourage non-car modes of travel and restrictions to limit off site parking. The parking ratio is below the Council's parking standards but proximity of the site to the town centre means the standard should be applied flexibly. The site is quite accessible (to the station) but not highly accessible because of the walk distance to the town centre. However the parking ratio is better than the 0.8 ratio of the approved scheme and similar or better than many of the other recent residential schemes in the area.
- 8.3 A car parking management plan will be agreed to ensure affordable housing occupants and visitors will each have acceptable levels of parking and lessen demand to park of the site. The plan can also cover how electric charging point parking bays are used. The Sec. 106 will also prevent new residents having parking permits for existing or future residential parking schemes. The overall transport financial contribution offered by the applicant referred to in 8.1 above can cover the above measures.
- 8.4 Cycle parking on the revised drawings is acceptable in terms of overall space but more flexible storage has been requested. Provision of some parking bays with electric charge points is supported to help with town wide air quality.
- 8.5 The existing site access is private. The applicant has a right of way over it. The proposal involves widening the access over the applicants land to allow for existing car parking that takes place on it to remain and provide a suitable width for refuse vehicles and two way traffic. This is supported. As the development relies upon a combination of the existing and widened portion of the access for a satisfactory scheme the applicant has been asked to clarify how the portion of the existing access will be available for use in connection with the new development.
- 8.6 Overall the proposal, subject to the changes requested and satisfactory Sec 106 obligations, complies with Core Strategy policy 7 Transport, Local Plan policies for cycling and Site Allocation/Proposals Map site requirements re transport matters.
- ## 9.0 **Design Matters**
- 9.1 The scale of the scheme fits in with completed schemes to the south and adjacent to the station but it will contrast with the 2 storey houses along Petersfield Ave. This site is within but on the edge of the area promoted as an area for redevelopment because of its sustainable location near the station (Site Allocations Development Plan and Proposals Map 2010 'selected key location'). The transition from town centre scale development to traditional suburban areas does mean some standards related to the latter are more difficult to apply.

The affect on living conditions of homes nearby is covered below.

- 9.2 In comparison to the appeal Inspectors concerns about the frontage this new proposal does not extend so far forward as the permitted scheme. The previous two storey element that projected forward of the frontage block has been removed. The narrow frontage means the overall bulk of the scheme will not be so noticeable when passing along Petersfield Ave. However the bulk of buildings will inevitable be clear from a distance or when viewed from Petersfield Avenue homes.
- 9.3 Regarding the appeal Inspectors concerns about proximity and height of building in relation to nearby Petersfield Ave. homes this scheme has similar separation distances between existing and new homes. In terms of storey height the facades nearest to the existing homes were 3 storey rising to 4 and 5 storey behind. The proposed scheme has 4 storeys to the side of number 10 Petersfield Ave and 5 storeys to the rear of existing homes rising up to 8 storeys behind. The east side block of the new scheme is further east by 7 metres such that it will come into view of a more Pertesfield Avenue homes. The implications of these changes are referred to below. The separation from Noble Court is similar to the permitted scheme but storey height is a mixture of 4 to 7 compared to 3,4 and 5. In relation to Foundry Court the buildings are closer but have fewer windows and shorter elevations. The permitted scheme was U shaped with 5 storeys near Foundry Court. The proposal breaks the 'U' resulting in two flanks facing Foundry Court homes at 5 and 6 storeys rising behind to 7 and 8 compared with 5 storeys before.
- 9.4 Regarding appearance the contemporary design fits in with some of the schemes near the station. It will however contrast with the more traditional designs on Petersfield Avenue. The site does however have a limited frontage onto this road. The use of brick will be better than metal cladding and render used on nearby new buildings. It is likely to look good for a long time as brick does not weather or stain like some other materials. The inquiry Inspector did not think contemporary design a problem. Overall the simple form of the building is satisfactory provided the quality of the elevational treatment indicated in the application documents is carried through to implementation. Control of materials, planting and detail design through conditions and careful consideration of any subsequent changes to the scheme will be important to achieve a satisfactory scheme.
- 9.5 The applicants energy strategy states low environmental impact will be at the heart of the design. As part of this a proposal to achieve better than current Building Regulations energy standard (11 %) is supported and a condition will be applied to secure this. Photovoltaic solar panels are proposed for the roof along with other energy efficiency measures incorporated within the building including scope to connect to a future district heating system.
- 9.6 The applicant states trees on or next to the site have low value. They are mostly sycamore up to 10 metres high. Two will be removed the other boundary ones will stay. Their roots can be substantially protected with a planting strip next to the basement ramp entrance. These trees will help soften the appearance of the new buildings behind when seen from the 3 nearest homes in Petersfield Ave. but they are not in the applicants control.
- 10.0 **Residential Amenity**
- 10.1 In terms of the living conditions of nearby residents three key issues are privacy/overlooking, light and outlook/overbearing buildings. Light is covered in a paragraph below. Dealing with Petersfield Avenue homes first the residents of the nearest 3 homes (No 10, 12, 14) looking directly out from their rear windows, will see a 5 storey façade between 39 and 42 metres away and the 7th and 8th storey behind. The permitted scheme was 33 metres away from 3 storeys rising to 5 storeys behind.

- 10.2 The view from the oriel windows on the proposed 5 storey flank is restricted to prevent direct overlooking. 7 flank windows above this height are further away and not restricted. This relationship is acceptable in terms of overlooking and outlook. Looking across to their right, more than 45 degrees, residents would see the west building at 4 storeys rising to 7 further away. The distance from the side of the nearest house (No. 10) is 12 metres (more than the permitted scheme at 8 metres from a 3 storey building); this distance increases as the west building façade rises to 7 storeys. At 45 degrees from the rear window of Number 10 the nearest window is 18 metres away. The windows on the new building at this point are either restricted view oriel windows or patio style windows serving balconies. These balconies have solid panels (instead of railings etc) to partly restrict direct views out from windows to nearby homes. This relationship is a bit unusual, with views looking directly down the private area at the rear of a house if standing on the balcony, but it is an acceptable relationship because of the distance. The height of the buildings and number of windows in the building will create a feeling of being overlooked or being overbearing but this is not unusual near a town centre and the separation distance, at over 18 metres, is sufficient to protect privacy.
- 10.3 Regarding Noble Court at 24 to 26 metres away privacy is acceptable. The outlook from homes on this side of the building will however change radically as the 6 and 7 storey element of the new building will be directly in front. This is quite overbearing for lower floor flats but not unacceptable in a town centre context. The same applies to north facing Foundry Court residents who will be 18/19 metres from the flank (with windows) of 6 storey facades.
- 10.4 Within the scheme some windows are 19.5m apart; this is 1.5 m less than the permitted scheme but is reasonable in terms of privacy.
- 10.5 Regarding day and sun light the applicants study indicates rooms will still have acceptable levels of light in accordance with nationally accepted guideline guidelines (published by BRE 2011). There are different test for studying light. Approximately 18% (58) of adjacent windows fail the first level light test but most comply with the secondary tests. Those that do not (20) are in Noble Court to the west but the applicants point out that similar circumstances exist in flats nearby in particular Lexington and Rivington apartments next to Slough Station. Some clarification of how this conclusion has been reached and some other points is being sought. However, whilst not desirable, some low levels of light, particularly in low level rooms, is often found in high density schemes.
- 10.6 Sunlight for some nearby homes and gardens would be reduced but the applicants study states the change is within accepted guidelines.
- 10.7 The permitted scheme, whilst acceptable in terms of effect on light, would, if built, result in changes to light to nearby rooms. The new scheme has a greater effect on some rooms because of the extra height. However subject to the clarification sought referred to above the scheme is likely to be acceptable. The BRE light guidelines state that a limited number of variations from the individual standards are acceptable particularly in urban environments.
- 10.8 As the east block is closer to the rear of the adjacent industrial building lower floor flats will have a poor outlook being 10 metres away compared 17 metres of the permitted scheme. Information on any below standard light for these flats has been sought from the applicant. Any below standard light is not likely to be a major issue as purchasers will be aware of what they are buying but it is important to be aware of the degree of deviation from standards.
- 10.9 Flats on the east side might suffer from noise from the industrial unit or from noisy equipment that might be mounted on it near the flats. The applicants noise study states a standard façade specification would be sufficient to meet current noise levels. As circumstances may change over time in particular different occupiers may cause more noise than now or add equipment that does not require planning permission, a condition is proposed to ensure

adequate insulation and ventilation is incorporated within flats. It is also relevant to point out that the flats are closer to the industrial building compared to the permitted scheme as described in the paragraph above.

- 10.10 Overall the proposal, subject to further consideration of the items referred to above, is acceptable and complies with Local Plan EN 1 Design EN3 Landscaping Core Strategy 2006-2026 policy 8 Sustainability and the environment; policy 9 Natural and Built environment. Policy 12 community safety.

11.0 **Section 106 planning obligation matters**

- 11.1 This is still being negotiated but the package expected is as follows and if agreed will comply with Core Strategy policy 10 Infrastructure and policy 4 type of housing :

- Affordable Housing - 20 % social rent (based on mix proposed). % subject to viability negotiations.
- A financial contribution for transport mitigation (contribution towards encouraging non-car modes of travel including pedestrian/cycle links to station and other local pedestrian/cycle links. station (north) forecourt enhancement Amendments to traffic regulation orders and the implementation of an on-street car club vehicle/bay, travel plan monitoring.
- Travel Plan including TRICS surveys for Travel Plan monitoring
- Car Parking Space allocation/management system (incl electric car bays);
- Residents excluded from being eligible for existing or any future on-street resident parking permit scheme.
- Sign Sec. 278 Highway Agreement for works within the Highway
- Financial contribution towards education facilities and local recreation facilities. Amount subject to negotiation of affordable housing package. Affordable Housing can be prioritised above the financial contributions for education and recreation as it provides a significant benefit to the Borough.
- Provision for a development viability review mechanism if a substantial start on construction is not made by a set date. The review would take account of costs and values to establish if a greater Section 106 package could be afforded closer to the Council's policy requirements. Inclusion of this provision is subject to the outcome of negotiations on the Sec 106 package.

- 11.2 The viability study has been checked by the Asset Management Section. Various items have been negotiated but the applicants consider the proposal would not be viable with social housing rather than the intermediate tenure proposed by the applicant. The applicant had been informed at the pre-application stage of the importance of social rent housing to meet Slough's needs. The 2015 Section 106 included social rent and was signed by the applicant (but not negotiated by them). The Council's Core Strategy policy 4, type of housing and associated Developers Guide Part 2 on Section 106 contributions is clear that social rent housing is needed to address the needs of many local people who cannot afford shared ownership or affordable rent tenures. The Asset Management Section consider that some social rent housing within the scheme is viable and the Assistant Director of Housing supports this. Although other matters are acceptable the affordable housing proposal is not and

consequently the application is not recommended for approval. Negotiations are expected to continue prior to the Planning Committee.

12.0 **Summary**

- 12.1 In comparison to the permitted 90 flat scheme the design is better quality. It is also better in terms of car parking ratio (0.8 compared to 1 space per home average), cycle parking and transport mitigation package. It is accepted that car parking is a local issue but the overall package should limit the opportunities for the development to cause significant harm. The size of the development will clearly have a greater impact than the permitted scheme but the arrangement of the mass of the buildings and windows limits the impact to broadly acceptable levels for a site next to the town centre. Some nearby flats to the west may be disadvantaged. The view out from the rear of nearby homes, in particular Petersfield Avenue, will clearly change. It is appreciated this may not be welcome but the effect on living conditions of those nearby will be within accepted limits. This point is subject to clarification of some points regarding the light study. The context of the site should also be noted in terms of application of normal suburban character standards to areas on the edge of the expanding town centre. The submitted scheme can be considered acceptable in terms of overall scale because of its context.
- 12.2 Whilst it is accepted that viability of development is a material consideration the Council is not yet happy with the applicant's conclusion that social rent cannot be included. Whilst further negotiation may resolve this matter at present the proposal is unacceptable and the recommendation includes the option to refuse the application if matters are not resolved before the Committee meeting. Financial contributions towards transport, education and recreation are required to make the proposal acceptable. The level of contributions will be settled through negotiation of the affordable housing package. The latter will be prioritised if this assists negotiation of affordable housing as it benefits the town in terms of addressing housing needs.
- 12.3 It should be noted that the existence of the permitted scheme of 90 units means the Council is not in a position to reject the principle of a high density or flatted scheme on this site.

PART C: RECOMMENDATION

13.0 **Recommendation**

Delegate to Planning Manager for approval subject to completion of a satisfactory Section 106 planning obligation agreement; resolution of outstanding matters referred to in the report, addition or alteration of planning conditions or if the affordable housing and Section 106 package has not been settled satisfactorily to refuse the application.

Reason for Refusal:

The proposal does not include nor secure affordable housing of a type that is needed to address local housing affordability issues and meet the needs of local people in acute housing need. The proposal therefore does not comply with the Slough Local Development Framework Core Strategy 2006 – 2026 (Development Plan Document) adopted 2010 Core Policy 4 (Type of Housing).

AMENDMENT TO 31st March report presented at the meeting.

Revised drawings received are satisfactory. They address requested minor changes to cycle parking and access junction kerblines. The site boundary has been extended to include all the full width of the access way for the site. Re condition 2 revised drawing numbers below but minor changes to be made to incorporated access junction changes.

As part of negotiations on the viability study the applicant has agreed to the affordable housing being social rent and a Section 106 financial contribution to cover transport, education and recreation facilities. The sum is less than a full policy compliant scheme but proportionately more than achieved in the existing Section 106 for the 90 home scheme. The applicants have also agreed to a review mechanism i.e. the Section 106 package can be reviewed if the development is not started within a reasonable timescale. The precise wording has yet to be fully agreed regarding review mechanism and backstop provision re value of affordable housing. The transport contribution will include improvements to the station north forecourt re pedestrian access.

At para 2.8 third line west should read east. Regarding para 10.8 the applicants have submitted further information regarding light levels in the proposed flats. 5 % (13) of rooms will be below the guideline standard. The worst affected rooms (7) are bedrooms.

Apart from the Section 106 agreement the outstanding issues are related to clarification of light study information; surface water drainage detail (which might be covered by condition), update of some drawings to include submitted access junction detail.

Drawings list (not reproduced) SCHEDULE LH – 2 AMENDED – 22 MARCH 2016

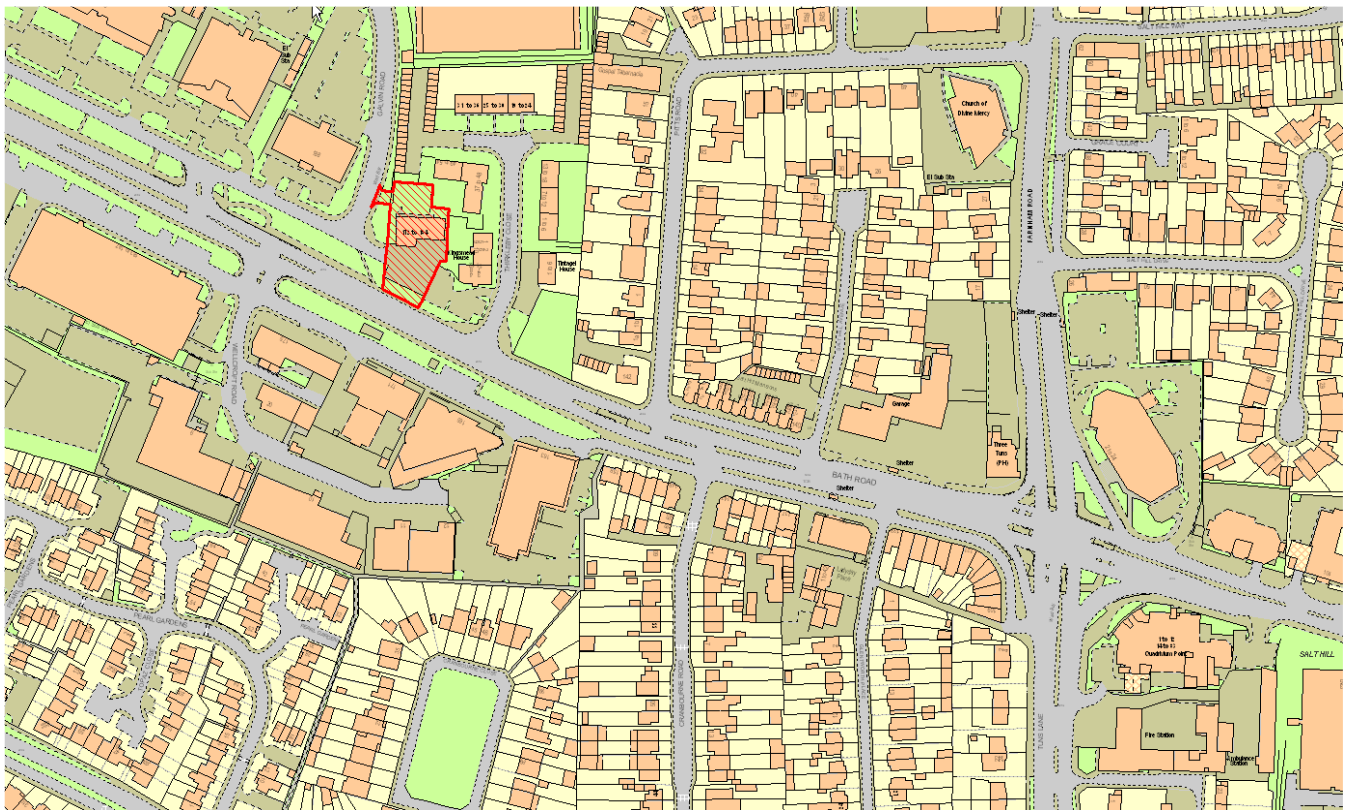
CHANGE TO RECOMMENDATION

Delegate to Planning Manager for approval subject to completion of a satisfactory Section 106 planning obligation agreement; resolution of outstanding matters, addition or alteration of planning conditions.

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| | | | |
|---------------------------|---|----------------------|----------------------------|
| Registration Date: | 18-Mar-2016 | Applic. No: | P/01766/023 |
| Officer: | Mr. Albertini | Ward: | Cippenham Meadows |
| | | Applic type: | Major |
| | | 13 week date: | 17 th June 2016 |
| Applicant: | Millhouse (Slough) Limited | | |
| Agent: | Dyar Lally, 77K Limited 151, Askew Road, London, W12 9AU | | |
| Location: | 172-184, Bath Road, Slough, Berkshire, SL1 3XE | | |
| Proposal: | Demolition of existing buildings (3 storey) & construction of a 7 storey hotel with 99 rooms, restaurant/cafe, gym, conference/function room and basement car parking (access from Galvin Road) | | |

Recommendation: Refuse.



1.0 SUMMARY OF RECOMMENDATION

Refuse.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This proposal involves construction of a part 5, 6 and 7 storey hotel building for 99 rooms plus a ground floor restaurant/cafe, gym/leisure space and conference/function room. All these uses are linked to the hotel but could be used by non-residents. The gym and conference room together with 5 rooms are in a basement level 1 with a light well on the Galvin Road boundary. Two levels of parking are below.
- 2.2 The scheme proposes 65 car parking spaces. 58 are in a two level basement (level 2 and 3) served by a pair of car lifts from ground level. The remaining 7 spaces are at ground level on the north side of the site served by a new vehicle access to the site off Galvin Road. The car lifts are served by the aisle of the aforementioned surface parking area.
- 2.3 The curved frontage of the building wraps around the south west corner of the site facing the Bath Road and Galvin Road. The reception will be on the west, Galvin Road side of the building. The restaurant will be on the east side of the building and open out onto a courtyard area at the east side of the site.
- 2.4 The rear of the building includes a deep recess such that most of the rear room windows do not face the existing homes to the east and north. The two floors are progressively set back from the side and rear facades.
- 2.5 Trees on the frontage next to Bath Road are not affected by the development. Small trees are proposed for the east side of the site and on the highway verge on the Galvin Road frontage.
- 2.6 Regarding the appearance of the building a mixture of brick, aluminium vertical cladding strips and render arranged in a contemporary style are proposed. Brick will be used at ground floor level. The walls will be a combination of cladding and render with render frames wrapping round the building. Colours suggested are grey brick and grey and white cladding/render in various shades with some red as a feature.
- 2.7 Estimated employment will be 26 full time and 16 part time staff.
- 2.8 Supporting documents submitted cover transport, energy, light and design and access. The light study is referred to below. The energy statement indicates how low or zero carbon technology, including photovoltaic cells, can achieve carbon emissions at least 10% below Building Regulation requirements.
- 2.9 In terms of floorspace (Gross internal measurement) the former office on the site was 838 sqm. The proposal is for 5743 sqm.
- 2.10 The proposal is substantially the same as the approved 81 bed hotel in terms of appearance and width and general internal arrangement from first floor upwards. The main differences are addition of extra storey on part of the building, ground floor layout, extra uses (gym, conference room) and 3 level basement. The extra rooms are in the top storey, ground floor and basement (with narrow light well)

3.0 **Application Site**

- 3.1 The 0.16 hectare site lies on the south east corner of the trading estate but it is not part of Segro's estate. It is less than 2 km to the town centre. To the north are garages for Thirkleby Rd flats with a larger data centre building beyond. To the north east and east are 3 storey flats on Thirkleby Rd. On the frontage (Bath Road) is the current site access with large trees in a wide grass verge next to Bath Road. To the west is the wide verge of Galvin Road with large shrubs/small trees on the boundary.
- 3.2 A 3 storey office building on the site was demolished earlier this year. It sat in the middle of the site with windows on each elevation. Parking was on the frontage and at the rear. The east flank was 15 metres away from the nearest flats. The rear façade was 20 metres from the façade of flats to the north.

4.0 **Site History**

- 4.1 Extension and addition of fourth storey for existing office building approved January 2001 but permission has now expired.

Application for 54 flats in a six storey building refused 19 July 2005 (P/1766/19)

Application for 53 flats in a six storey building refused 06 June 2007 (P/1766/20)

Application for 50 flats in six storey building agreed subject to Sec 106 agreement 2008. Agreement not signed. Application treated as withdrawn. (P/1766/21)

Application for 81 bedroom hotel in six storey building approved March 2015. (P/01766/022). 65 parking spaces and two level basement.

5.0 Neighbour Notification

- 5.1 Thirkleby Close 37 – 54 inclusive, 1 – 12 Kingsmead House.
Bath Road 171, 175, 188

- 5.2 No observations received.

6.0 **Consultation**

- 6.1 Transport/Traffic /Highways

The application should be refused as the development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policy T2 and Core Strategy Policy 7 Transport.

Detail

Extra trips generated compared to the approved smaller hotel are slightly under estimated but this is not considered significant.

Vehicle and pedestrian access is acceptable in principle.

Car Parking is insufficient. The proposed parking provision is not in line with the standards

set out in the Slough Developers Guide part 3. These state that hotels should be provided with a minimum of one space per bedroom plus extra spaces for bars / restaurants. Whilst a provision of 80% was accepted for the consented 81 bed scheme, a further relaxation of the standard to 65% is not considered acceptable especially given that new floor space for conferencing and on-site gym is also proposed.

It was also stated in pre-application advice that the use of car lifts takes time and is not convenient for non-hotel guests to use and therefore, having only 7 spaces at surface level is likely to mean that guests not staying the night park on-street rather than in the basement car park. This could have an impact on adjoining residents and therefore amendments to parking restrictions are likely to be required.

Cycle Parking is inadequate. It is stated in the Transport Statement that secure cycle storage will be provided within the basement of the development with access provided via the vehicle lifts. Drawings show it at 1st basement level, but the car lift does not serve this level and there is no convenient access to the store. Entrance bike stand for visitors is acceptable.

Highway Widening Line.

It is stated in the design and access statement that following pre application discussions, the building outline along the service road will remain the same to ensure that potential future development within the proposed road improvement line can be facilitated. As previously stated the land within this line will need to be dedicated to the Local Highway Authority to be maintained at the public expense.

The proposed building line is very close to the back edge of the public highway boundary and therefore a retaining structure may need to be constructed as part of any S278 agreement.

Travel Plan - due to the scale of the development a Travel Plan will need to be prepared to encourage staff and visitors to travel to the site via sustainable means. The Travel Plan will be secured through a section 106.

Mitigation should the planning application be approved

A highway widening line affects the front (Bath Road) part of the site and therefore any development on this site will need to dedicate this land free of charge for maintenance at the public expense. I understand that this land has already been requested by the local highway authority in relation to the existing Section 106 agreement re the consented scheme but the land has yet to be transferred to the Council. A transport improvement scheme has been approved that involves the highway widening land.

A Travel Plan is required together with a Travel Plan Monitoring Contribution of £6,000 and TRICS SAM monitoring requirements.

A traffic regulation order contribution of £3,000 should be secured to address changes to waiting restrictions in the vicinity of the site.

Require Section 278 highway agreement for access works on Galvin Road which is adopted public highway land.

6.2

Drainage – requires drainage strategy to ensure sustainable drainage within the site to stop flooding of the adjacent highway or property. The applicants stated use of combined septic tank and main sewer for waste water is unlikely to be acceptable. Surface water

direct to the main sewer will not be acceptable.

- 6.3 Environmental Protection - Request standard soil quality conditions.
- 6.4 Thames Water – request condition to agree waste water infrastructure needed.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The site is not allocated for development and has no land use restriction in the Local Plan. A hotel use will help support trading estate and local businesses. The proposal complies with strategic and land use Core Strategy policies. The restaurant and gym use, if available to visitors not staying at the hotel, will provide useful small scale facilities for this part of the town provided adequate car parking is provided.
- 7.2 The effect on transport infrastructure is covered below.

8.0 Design Matters

- 8.1 The building will be 4 storeys higher and deeper than the previous office building. It will be one storey higher than the approved hotel scheme. For some nearby flats it will be slightly further away than the old office building. For others it will be closer.
- 8.2 The key design issue is the effect of the extra floor on nearby residential flats to the east and north east in terms of light to habitable rooms and, to a lesser degree, any overbearing effect on the outlook from habitable rooms.
- 8.3 The existing flats are about 10 metres high to eaves level and 13.5 metres to ridge line. The new building will be 15.6 metres high to the top of the fifth storey and 21.2 metres high to top storey which is set back from the edge of the building nearest the existing homes by 9.4 m on the east and 3.4 m on the north side. Compared to the approved scheme the height difference is 2.1 and 2.7 metres.
- 8.4 The five storey element at its closest point to west facing facades of the adjacent 6 flats immediately to the east varies between 13.1 metres and 15.4 metres. For 3 flats to the south east the view from their side windows will be partially obscured by the corner of the new building 14 metres away. The flats to the north will be 26 metres away (window to façade) although closer if measured at 45 degrees from windows. These dimensions are very similar to the approved scheme.
- 8.5 The arrangement of hotel room windows in the east side and rear of the building are distant enough from existing homes not to be a problem - 26 metres at an oblique angle from windows of 3 flats. Corridor windows can be obscure glazed. This arrangement is the same as the approved scheme.
- 8.6 Some flats will see much less sky and receive less light than when the office building was on the site. Compared to the approved hotel building some flats will receive less light. The applicants submitted light study states that “The results show only a negligible difference between the daylight and sunlight results of the approved and proposed designs. Whilst both schemes are not fully compliant with the BRE recommendations, the results confirm that the proposed scheme does not have any greater impact on its surrounding neighbouring properties than that of the approved scheme.” However the light study for

the approved scheme indicated it was only just acceptable, with some instances of non compliance, in terms of adverse effect on some flats. Consequently the conclusion from the new light study seems surprising bearing in mind the extra height of the building.

- 8.7 The change from the previous office building to the approved hotel building will result in the greatest change to light for residents. The additional floor will have an extra impact but it will be important to know if this changes a border line situation (the approved scheme) to an unacceptable situation. The views of the Council's light specialist on the submitted light study will be presented at the Committee meeting. Lack of day and sun light to existing homes may be a reason for refusal of the application. It should be noted that the BRE light standards are not statutory and are for guidance only. In reaching a decision on an application planning authorities can take other material considerations into account when BRE standards are not met.
- 8.8 As the building will be quite close to habitable room windows and higher than the existing building it will appear quite overbearing when seen from those windows. This would not be an issue in a town centre location. It is also not an unusual situation in some parts of the town where there are tower blocks or other large buildings.
- 8.9 In terms of overbearing effect the height and position of the approved hotel was considered borderline but accepted because of the benefit it getting the old unsightly vacant building demolished and a new building in place. The extra height of the new proposal whilst not welcome is not likely to be significantly worse in terms of outlook from homes compared in to the approved scheme
- 8.10 The detail of the eastern edge boundary treatment and planting will be important to help soften the appearance of the building at the ground floor level. These can be controlled by condition.
- 8.11 The appearance of the building and materials to be used are acceptable. It will tie in with the contemporary but varied architecture of commercial buildings on the Bath Road. It will contrast with the domestic brick and tile appearance of adjacent homes however this site is the edge of the trading estate area. The appearance is very similar to the approved hotel building.
- 8.12 Because Bath Road buildings west of the site are set back the site is quite prominent in the view from the west along the A4. Consequently the new building will provide a pleasant landmark block at the end of this view to improve the appearance of the area.
- 8.13 The approved scheme is a substantial increase in building mass compared to previous office for a site close to residential property. It was only just acceptable. The extra floorspace and additional uses (gym and conference room) on this small site create some unacceptable and undesirable features. The unacceptable features are referred to above. The undesirable features, which by themselves may not justify refusal of the proposal, collectively indicate that too much floorspace and variety of uses are proposed. Examples are basement hotel rooms, very narrow light well for those rooms, overbearing nature of the building for some residents adjacent, use of car lifts rather than ramp.
- 8.14 With the exception of light and living conditions of some existing adjacent residents the proposal complies with Core Strategy policy 8, sustainability and environment and 9 natural and built environment plus Local Plan policy EN1 and EN3 design and landscape.
- 9.0 **Access and Transport Matters**
- 9.1 The new access off Galvin Road is acceptable. It will involve the loss of some shrubs but

there is scope to plant small trees on the remainder of the highway verge.

- 9.2 The lift access to the basement rather than a ramp is unusual but it saves space.
- 9.3 Car parking is insufficient as outlined in the Transport/Highway comments above. It is accepted that hotels are not often fully occupied and some guests do not travel by private car. A parking ratio of 80% is reasonable. But 65 %, as proposed, is too low. Furthermore the restaurant, gym and conference room will generate parking demand. This demand may overlap with peak demand for hotel guests particularly early morning and evening. The approved scheme had a ratio of 80% without a gym and conference centre. Even with this ratio there is a risk of on street overflow parking in the area including residential streets nearby.
- 9.4 As use of the car lifts is time consuming and inconvenient for short stay users 7 surface level spaces is insufficient to serve hotel guest arriving, restaurant and gym users plus any other visitor or deliveries.
- 9.5 There is probably space for adequate cycle storage within the development but the store shown is poorly located being in the middle of the conference room and gym accommodation floor and involving taking bikes through the hotel reception and lift.
- 9.6 The frontage of the site is within a highway widening line. The Bath Road service road was once to be extended east many years ago. However the current highway scheme is to use the land for a bus rapid transit scheme. Consequently the frontage cannot be developed or used for car parking and the Council will need the land to be dedicated to the Highway Authority when required.
- 9.7 Because of the size of the development, the varied uses and limited car parking (even at 80% ratio) use of non car modes of travel need to be encouraged. This is in line with Core Policy 7 transport. Consequently a travel plan will be required to try to address this.
- 9.8 Whilst part of the proposal complies with Core Strategy policy 7 Transport and Local Plan transport policies other aspects do not. Car parking (amount and location) and cycle store are not compliant. The following matters are only compliant if a Section 106 agreement is signed to provide for them : dedication of highway widening land on request; right of support (re retaining wall next to proposed highway); approval of retaining wall construction; travel plan, travel plan monitoring contribution, financial contribution for parking restriction changes; agreement to sign a Section 278 highway agreement re access works.
- 9.9 The second reason for refusal, re living conditions, will be reviewed when the Council receives comments from its light consultant. The cycle parking concerns can probably be addressed if revised drawings are submitted such that this element of the reason for refusal could be withdrawn. The application could also be refused on grounds of inadequate drainage proposals. But it is recognised this issue can be probably be addressed by revised drawings and additional information. It is therefore expected that the developer address these issues should the development progress. The infrastructure reason for refusal is a holding reason; the matters of concern can be addressed if a satisfactory planning obligation is signed.

PART C: RECOMMENDATION

10.0 **Recommendation**

10.1 Refuse

11 **PART D: REASONS FOR REFUSAL**

Car and cycle parking

The proposal has insufficient and poorly located car parking spaces for the number of rooms proposed and the variety of uses proposed. The development fails to provide car parking and cycle storage in accordance with adopted Slough Borough Council standards. The proposal will lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is therefore contrary to Slough Borough Council Local Plan Policy T2 and Core Strategy 2006 -2026 Development Plan adopted 2008 Policy 7 Transport.

Living Conditions

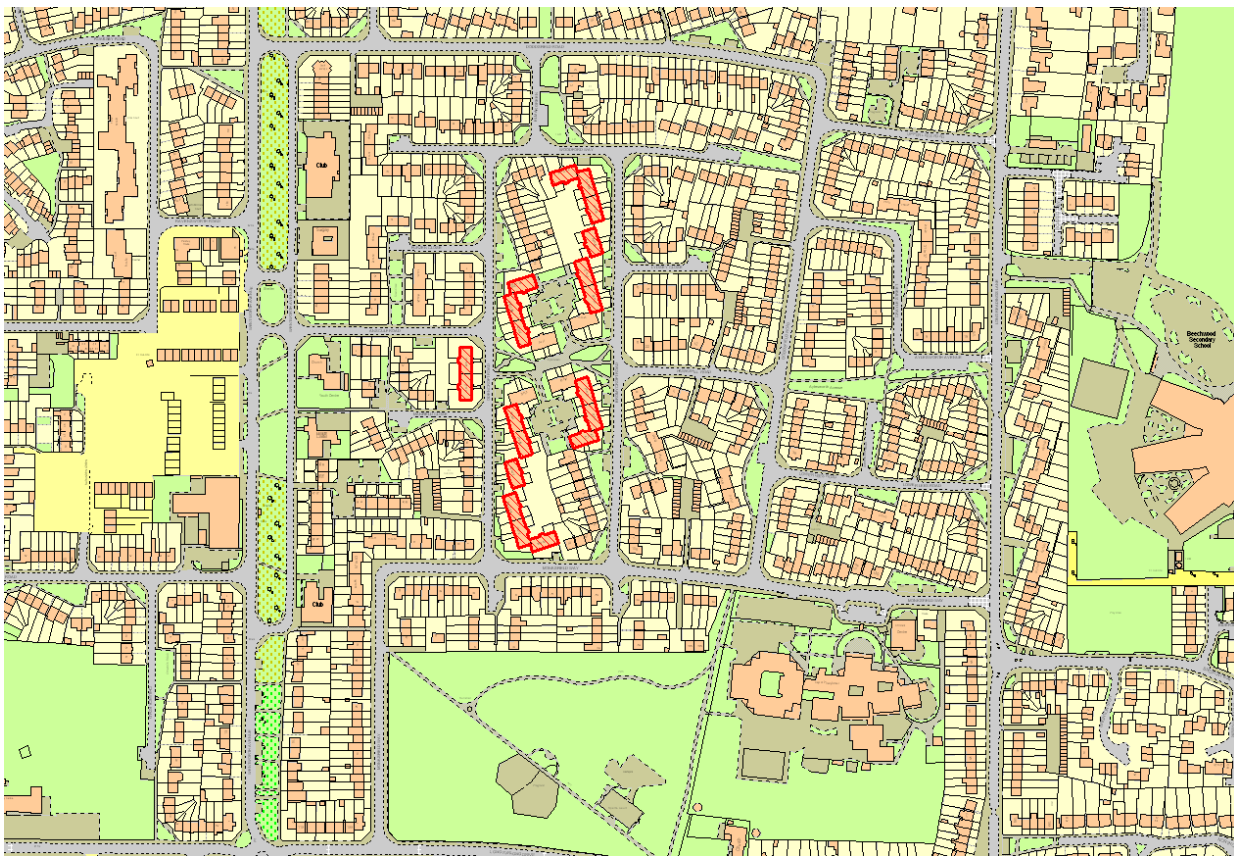
The proposal is poor design in terms of the adverse effect on the living conditions of some homes adjacent to the site because of lack of adequate day and sun light. The proposal therefore does not comply with Local Plan Policy EN1 Design and Core Strategy 2006 - 2026 Development Plan adopted 2008 Policy 8 Sustainability and the environment. THIS REASON TO BE REVIEWED WHEN INFORMATION ON LIGHT STUDY AVAILABLE.

Transport Infrastructure

The proposal does not incorporate or secure (through planning obligation) land required for an approved highway widening scheme and associated support structures, mitigation of the extra travel impact of the development (travel plan), mitigation of extra on street parking demand (due to hotel and associated uses) and changes to existing on street parking restriction due to the new access. Therefore the proposal does not comply with Core Strategy 2006 -2026 Development Plan adopted 2008 Policy 7 Transport

| | | | |
|---------------------------|--|----------------------|-------------------------|
| Registration Date: | 09-Mar-2016 | Applic. No: | S/00306/001 |
| Officer: | Christian Morrone | Ward: | Britwell & Northborough |
| | | Applic type: | Major |
| | | 13 week date: | 8th |
| Applicant: | Martin Dennis, SLOUGH BOROUGH COUNCIL | | |
| Agent: | James Wilkinson, Michael Dyson Associates West House, Meltham Road, Honley, Holmfirth, HD9 6LB | | |
| Location: | BRITWELL ESTATE, BROMYCROFT ROAD, MONKSFIELD WAY, ODENCROFT ROAD, FURZEN CLOSE AND WOODFIELD WAY | | |
| Proposal: | External wall insulation works to existing flats to include brick slip finish at ground floor level and render finish to upper floor levels including associated works to windows doors and rainwater goods. Gable roof to be added to stairwells and replacement of balcony railings. | | |

Recommendation: Approve



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from neighbours and all other relevant material considerations, it is recommended grant approval subject to the conditions set out at the end of this report.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application to provide external wall insulation to 22 detached blocks of flats in the Britwell Estate. The works include the following:

- External wall insulation with brick slip (red) finish to ground floor
- External wall insulation with render finish (blue/yellow) to upper floors
- Gable fronted pitched roofs over rear projecting stairwells and front balconies
- Existing steel balcony railings to be replaced with perforated powder coated aluminium railings (black).
- Repair/replace windows, doors, and rainwater goods

3.0 Application Site

- 3.1 The application site relates to 22 detached blocks of flats throughout the Britwell Estate, mainly within in Bromycroft Road, Monksfield Way, Odencroft Road, Furzan Close, and Woodfield Way.
- 3.2 The surrounding area is residential character, comprising flats (within this application), and two storey semi-detached dwellings.

4.0 Relevant Site History

None directly relevant to this application

5.0 Neighbour Notification

- 5.1 40, Bromycroft Road, Slough, SL2 2BJ, 1, Bromycroft Road, Slough, SL2 2BG, 1, Manfield Close, Slough, SL2 2BT, 38, Bromycroft Road, Slough, SL2 2BQ, 2, Manfield Close, Slough, SL2 2BT, 5, Bromycroft Road, Slough, SL2 2BG, 18, Woodford Way, Slough, SL2 2DD, 107, Monksfield Way, Slough, SL2 1QN, 112, Odencroft Road, Slough, SL2 2DE, 17, Eyre Green, Slough, SL2 2BW, 15, Eyre Green, Slough, SL2 2BW, 13, Eyre Green, Slough, SL2 2BW, 23, Eyre Green, Slough, SL2 2BW, 21, Eyre Green, Slough, SL2 2BW, 19, Eyre Green, Slough, SL2 2BW, 3, Manfield Close, Slough, SL2 2BT, 21, Woodford Way, Slough, SL2 2DD, 8, Manfield Close, Slough, SL2 2BT, 114, Odencroft Road, Slough, SL2 2DE, 20, Furzen Close, Slough, SL2 2BX, 18, Furzen Close, Slough, SL2 2BX, 5, Manfield Close, Slough, SL2 2BT, 32, Bromycroft Road, Slough, SL2 2BQ, 104, Odencroft Road, Slough,

SL2 2DE, 6, Eyre Green, Slough, SL2 2BW, 4, Eyre Green, Slough, SL2 2BW, 38a, Bromycroft Road, Slough, SL2 2BQ, 32, Furzen Close, Slough, SL2 2BX, 116, Odencroft Road, Slough, SL2 2DE, 36, Furzen Close, Slough, SL2 2BX, 10, Furzen Close, Slough, SL2 2BX, 100, Odencroft Road, Slough, SL2 2DE, 19, Woodford Way, Slough, SL2 2DD, 28, Furzen Close, Slough, SL2 2BX, 26, Furzen Close, Slough, SL2 2BX, 24, Furzen Close, Slough, SL2 2BX, 30, Furzen Close, Slough, SL2 2BX, 4, Ansculf Road, Slough, SL2 2DF, 98, Monksfield Way, Slough, SL2 1QT, 16, Furzen Close, Slough, SL2 2BX, 22, Furzen Close, Slough, SL2 2BX, 54, Woodford Way, Slough, SL2 2DB, 102, Monksfield Way, Slough, SL2 1QU, 102, Odencroft Road, Slough, SL2 2DE, 51, Woodford Way, Slough, SL2 2DB, 14, Furzen Close, Slough, SL2 2BX, 92, Monksfield Way, Slough, SL2 1QT, 52, Bromycroft Road, Slough, SL2 2BJ, 6, Manfield Close, Slough, SL2 2BT, 2, Furzen Close, Slough, SL2 2BX, 46, Bromycroft Road, Slough, SL2 2BJ, 44, Bromycroft Road, Slough, SL2 2BJ, 30, Bromycroft Road, Slough, SL2 2BQ, 56, Bromycroft Road, Slough, SL2 2BJ, 103, Monksfield Way, Slough, SL2 1QN, 17, Bromycroft Road, Slough, SL2 2BG, 50, Bromycroft Road, Slough, SL2 2BJ, 48, Bromycroft Road, Slough, SL2 2BJ, 36, Bromycroft Road, Slough, SL2 2BQ, 34, Bromycroft Road, Slough, SL2 2BQ, 86, Monksfield Way, Slough, SL2 1QT, 106, Odencroft Road, Slough, SL2 2DE, 20, Woodford Way, Slough, SL2 2DD, 54, Bromycroft Road, Slough, SL2 2BJ, 42, Bromycroft Road, Slough, SL2 2BJ, 2, Eyre Green, Slough, SL2 2BW, 12, Eyre Green, Slough, SL2 2BW, 10, Eyre Green, Slough, SL2 2BW, 8, Eyre Green, Slough, SL2 2BW, 108, Odencroft Road, Slough, SL2 2DE, 3, Bromycroft Road, Slough, SL2 2BG, 53, Woodford Way, Slough, SL2 2DB, 96, Monksfield Way, Slough, SL2 1QT, 90, Monksfield Way, Slough, SL2 1QT, 4, Furzen Close, Slough, SL2 2BX, 50, Woodford Way, Slough, SL2 2DB, 110, Odencroft Road, Slough, SL2 2DE, 8, Furzen Close, Slough, SL2 2BX, 66, Monksfield Way, Slough, SL2 1QT, 3, Eyre Green, Slough, SL2 2BW, 11, Eyre Green, Slough, SL2 2BW, 1, Eyre Green, Slough, SL2 2BW, 9, Eyre Green, Slough, SL2 2BW, 7, Eyre Green, Slough, SL2 2BW, 5, Eyre Green, Slough, SL2 2BW, 1, Ansculf Road, Slough, SL2 2DF, 100, Monksfield Way, Slough, SL2 1QT, 7, Bromycroft Road, Slough, SL2 2BG, 9, Bromycroft Road, Slough, SL2 2BG, 12, Furzen Close, Slough, SL2 2BX, 94, Monksfield Way, Slough, SL2 1QT, 1, Odencroft Road, Slough, SL2 2BS, 47, Odencroft Road, Slough, SL2 2BU, 10, Manfield Close, Slough, SL2 2BT, 41, Odencroft Road, Slough, SL2 2BU, 5, Odencroft Road, Slough, SL2 2BS, 88, Monksfield Way, Slough, SL2 1QT, 15, Bromycroft Road, Slough, SL2 2BG, 7, Odencroft Road, Slough, SL2 2BS, 11, Bromycroft Road, Slough, SL2 2BG, 4, Manfield Close, Slough, SL2 2BT, 52, Woodford Way, Slough, SL2 2DB, 1, Lydsey Close, Slough, SL2 2BL, 15, Odencroft Road, Slough, SL2 2BS, 105, Monksfield Way, Slough, SL2 1QN, 1, Furzen Close, Slough, SL2 2BX, 11, Odencroft Road, Slough, SL2 2BS, 34, Furzen Close, Slough, SL2 2BX, 45, Odencroft Road, Slough, SL2 2BU, 9, Odencroft Road, Slough, SL2 2BS, 43, Odencroft Road, Slough, SL2 2BU, 38, Furzen Close, Slough, SL2 2BX, 2, Ansculf Road, Slough, SL2 2DF, 13, Bromycroft Road, Slough, SL2 2BG, 18, Eyre Green, Slough, SL2 2BW, 16, Eyre Green, Slough, SL2 2BW, 14, Eyre Green, Slough, SL2 2BW, 24, Eyre Green, Slough, SL2 2BW, 22, Eyre Green, Slough, SL2 2BW, 20, Eyre Green, Slough, SL2 2BW, 6, Furzen Close, Slough, SL2 2BX, 98, Odencroft Road, Slough, SL2 2DE, 13, Odencroft Road, Slough, SL2 2BS, 84, Monksfield Way, Slough, SL2 1QT, 12, Manfield Close, Slough, SL2 2BT, 3, Odencroft Road, Slough, SL2 2BS

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was advertised in the 8th April 2016 edition of The Slough Express. A number of site notices have also been

displayed around the site on 24th March 2016

The following comments have been received from two local residents as a result of the above consultation:

The existing black balconies are not in keeping with the area. The replacements should not be old fashioned flowery black designs, they should be bright in colour; white or cream only. No flowers, only panels, decent light and cheerful, not gowdy not flashy not scary.

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

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework
- National Planning Policy Guidance

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

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 8 – Sustainability and the Environment

Adopted Local Plan for Slough

- Policy EN1 – Standard of Design

7.2 The main planning considerations are therefore considered to be:

- Design, appearance and impact on the street scene
- Sustainability and the Environment
- Impact on neighbour amenity

8.0 Design, Appearance and Impact on The Street Scene

8.1 Policy EN1 of The Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require that the design of proposed development should be of a high standard of design and should reflect the character and appearance of the surrounding area.

8.2 The proposal would see the loss of the original brick façades to brick slips at ground floor level, and coloured render finish above. A large element of brick slips provides a soft transition from the original brickwork to the coloured render (two schemes comprising either blue or yellow).

8.3 The remaining external elements such as the balconies, rainwater goods and windows would be repaired or replaced appropriately. Overall the appearance of the buildings would be improved and enhanced, and therefore would have an acceptable impact on the character and appearance of the surrounding area.

8.4 A representation letter from a neighbouring occupier has commented that the proposed black railings to the balconies would not fit in with the character of the host building or surrounding area. It is considered the proposed railings would have no significant detrimental impact on the host building or surrounding over and above the existing black railings.

8.5 The proposal is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policy EN1 of The Adopted Local Plan for Slough, 2004.

9.0 Sustainability and the Environment

9.1 Core Policy 8 of the Core Strategy require that the 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.

9.2 The provision of external wall insulation would minimise the consumption of energy from a non renewable source. The proposal therefore seeks to address the impact of climate change, and this weighs in favour of the proposed development.

9.3 The proposal is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008

10.0 Impact on Neighbour Amenity

10.1 The proposed development would not result in significant additional additions that would overbear neighbouring properties. Furthermore, there would be no additional openings; therefore, there would be no increase in overlooking. As such, the proposal would not have any impact on the residential amenity of the neighbouring properties over and above the current situation.

10.2 The proposal is not considered to give rise to significant detriment to the amenities of neighbouring occupiers and as such is considered to comply 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.

11.0 Summary

11.1 On the basis of the information provided it is considered that planning permission should be granted.

PART C: RECOMMENDATION

12.0 Having considered the relevant policies set out below, the representations received from neighbours and all other relevant material considerations it is recommended grant approval subject to the conditions set out at the end of this report.

13.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

13.1

1. Commence within three years

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

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

2. Approved plans

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

- (a) Drawing No. 001-(PL)-7850, Dated 13/01/16, Recd 27/01/2016
- (b) Drawing No. 002-(PL)-7850, Dated 14/01/16, Recd 27/01/2016
- (c) Drawing No. 101-(PL)-7850, Dated 07/07/15, Recd 27/01/2016

- (d) Drawing No. 102-(PL)-7850, Dated 07/07/15, Recd 27/01/2016
- (e) Drawing No. 103-(PL)-7850, Dated 08/07/15, Recd 27/01/2016
- (f) Drawing No. 104-(PL)-7850, Dated 08/07/15, Recd 27/01/2016
- (g) Drawing No. 105-(PL)-7850, Dated 08/07/15, Recd 27/01/2016
- (h) Drawing No. 106-(PL)-7850, Dated 08/07/15, Recd 27/01/2016
- (i) Drawing No. 107-(PL)-7850, Dated 07/07/15, Recd 27/01/2016
- (j) Drawing No. 108-(PL)-7850, Dated 07/07/15, Recd 27/01/2016
- (k) Drawing No. 109-(PL)-7850, Dated 07/07/15, Recd 27/01/2016
- (l) Drawing No. 201-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (m) Drawing No. 202-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (n) Drawing No. 203-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (o) Drawing No. 204-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (p) Drawing No. 205-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (q) Drawing No. 206-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (r) Drawing No. 207-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (s) Drawing No. 208-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (t) Drawing No. 209-(PL)-7850, Dated 25/01/16, Recd 27/01/2016
- (u) Drawing No. 400-(PL)-7850, Dated 25/01/16, Recd 27/01/2016

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. Material – No Variation

No variation of the type and colour of the external materials to be used in the construction of the development as shown on the approved deposited plan shall be made without the express consent of the Local Planning Authority

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.

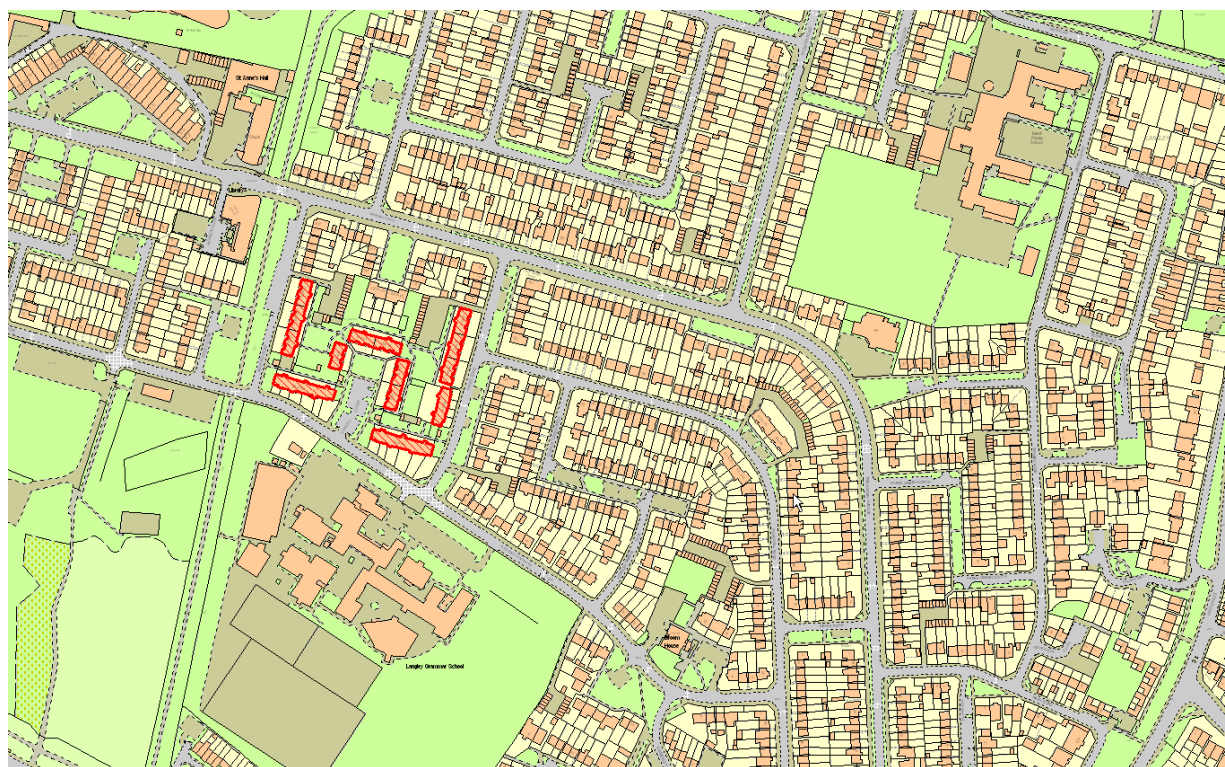
INFORMATIVE

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

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| | | | |
|--------------------------|--|----------------------|---------------------|
| Registration Date | 18-Apr-2016 | Applic. No: | S/00387/002 |
| Officer: | Christian Morrone | Ward: | Langley Kedermister |
| Applicant: | Martin Dennis | Applic type: | Major |
| Agent: | James Wilkinson, Michael Dyson Associates West House, Meltham Road, Honley, Holmfirth, HD9 6LB | 13 week date: | 18 th |
| Location: | 13-47 WILFORD ROAD, 1-30 DARRELL CLOSE, 10-68 PAGE, AND 64-146 REDDINGTON DRIVE, SLOUGH | | |
| Proposal: | External wall insulation with dash finish to all elevations. Repair/replace rainwater goods, doors, windows, and external fixtures and fittings. | | |

Recommendation: Refuse



1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies set out below, the representations received from third parties, and all other relevant material considerations, it is recommended to refuse this application for the reasons set out below.

1.2 This application is to be determined at Planning Committee as it is an application for a major development.

PART A: BACKGROUND

2.0 Proposal

2.1 This is a full planning application to provide external wall insulation to 8 detached blocks of flats in Paget Road, Reddington Drive, Darrell Close, and Wilford Drive. The works include the following:

- External wall insulation clad with two-tone pebble dash finish.
- Salmon pink pebble dash to ground floor and mixture of black/white/blue to upper floors. Smooth render finish to balcony insets.

The applicant is also intending to propose alternative materials/finishes to the elevations including a darker pebble dash finish and/or a brick effect render to the ground floors. These have not been finalised at the time of writing this report, but will be including within the update sheet and presentation.

3.0 Application Site

3.1 The application site relates to 8 detached blocks in Paget Road, Reddington Drive, Darrell Close, and Wilford Drive.

3.2 The surrounding area is residential in character, comprising the flats subject of this application, and two storey semi-detached and terrace dwellings. The buildings are related in style, and are finished in similar brick elevations and tiled roofs.

4.0 Relevant Site History

S/00387/000 Construction of replacement front entrance canopies to 11 blocks of type 1 flats
Approved with Conditions 17-Nov-1992

S/00387/001 External works including erection of refuse enclosures, stores and fencing and layout of carparking and vehicle turning.
Approved with Conditions 06-Apr-1994

5.0 Neighbour Notification

DARRELL CLOSE, SLOUGH, BERKS, SL3 7QN, PAGET ROAD, SLOUGH, BERKS, SL3 7QW, TRELAWNEY AVENUE, SLOUGH, BERKS, SL3 8RF, WILFRED ROAD, SLOUGH, BERKS, SL3 7QJ, LANGLEY GRAMMAR SCHOOL, REDDINGTON DRIVE, SLOUGH, BERKS, SL3 7QR, 142, Reddington Drive, Slough, SL3 7QL, 187, Trelawney Avenue, Slough, SL3 8RF, 25, Paget Road, Slough, SL3 7QP, 43, Wilford Road, Slough, SL3 7QJ, 45, Wilford Road, Slough, SL3 7QJ, 47, Wilford Road, Slough, SL3 7QJ, 37, Wilford Road, Slough, SL3 7QJ, 39, Wilford Road, Slough, SL3 7QJ, 41, Wilford Road, Slough, SL3 7QJ, 179, Trelawney Avenue, Slough, SL3 8RF, 16, Darrell Close, Slough, SL3 7QN, 17, Darrell Close, Slough, SL3 7QN, 18, Darrell Close, Slough, SL3 7QN, 13, Darrell Close, Slough, SL3 7QN, 14, Darrell Close, Slough, SL3 7QN, 15, Darrell Close, Slough, SL3 7QN, 5, Wilford Road, Slough, SL3 7QJ, 62, Reddington Drive, Slough, SL3 7QU, 207, Trelawney Avenue, Slough, SL3 8RF, 201, Trelawney Avenue, Slough, SL3 8RF, 203, Trelawney Avenue, Slough, SL3 8RF, 205, Trelawney Avenue, Slough, SL3 8RF, 173, Trelawney Avenue, Slough, SL3 8RQ, 9, Ripley Close, Slough, SL3 7QH, 23, Paget Road, Slough, SL3 7QP, 3, Ripley Close, Slough, SL3 7QH, 3, Wilford Road, Slough, SL3 7QJ, 219, Trelawney Avenue, Slough, SL3 8RF, 1, Wilford Road, Slough, SL3 7QJ, 225, Trelawney Avenue, Slough, SL3 8RF, 8, Paget Road, Slough, SL3 7QW, 6, Paget Road, Slough, SL3 7QW, 10, Darrell Close, Slough, SL3 7QN, 11, Darrell Close, Slough, SL3 7QN, 12, Darrell Close, Slough, SL3 7QN, 7, Darrell Close, Slough, SL3 7QN, 8, Darrell Close, Slough, SL3 7QN, 9, Darrell Close, Slough, SL3 7QN, Langley Grammar School, Reddington Drive, Slough, SL3 7QS, 28, Paget Road, Slough, SL3 7QW, 30, Paget Road, Slough, SL3 7QW, 22, Paget Road, Slough, SL3 7QW, 24, Paget Road, Slough, SL3 7QW, 26, Paget Road, Slough, SL3 7QW, 31, Wilford Road, Slough, SL3 7QJ, 33, Wilford Road, Slough, SL3 7QJ, 35, Wilford Road, Slough, SL3 7QJ, 25, Wilford Road, Slough, SL3 7QJ, 27, Wilford Road, Slough, SL3 7QJ, 29, Wilford Road, Slough, SL3 7QJ, 4, Ripley Close, Slough, SL3 7QH, 12, Ripley Close, Slough, SL3 7QH, 7, Ripley Close, Slough, SL3 7QH, 160, Churchill Road, Slough, SL3 7RB, 21, Paget Road, Slough, SL3 7QP, 5, Ripley Close, Slough, SL3 7QH, 4, Paget Road, Slough, SL3 7QW, 209, Trelawney Avenue, Slough, SL3 8RF, 183, Trelawney Avenue, Slough, SL3 8RF, 60, Reddington Drive, Slough, SL3 7QU, 223, Trelawney Avenue, Slough, SL3 8RF, 2, Paget Road, Slough, SL3 7QW, 177, Trelawney Avenue, Slough, SL3 8RF, 217, Trelawney Avenue, Slough, SL3 8RF, 19, Paget Road, Slough, SL3 7QP, 6, Ripley Close, Slough, SL3 7QH, 10, Ripley Close, Slough, SL3 7QH, 11, Paget Road, Slough, SL3 7QP, 175, Trelawney Avenue, Slough, SL3 8RF, 16, Paget Road, Slough, SL3 7QW, 18, Paget Road, Slough, SL3 7QW, 20, Paget Road, Slough, SL3 7QW, 10, Paget Road, Slough, SL3 7QW, 12, Paget Road, Slough, SL3 7QW, 14, Paget Road, Slough, SL3 7QW, 9, Paget Road, Slough, SL3 7QP, 17, Paget Road, Slough, SL3 7QP, 15, Paget Road, Slough, SL3 7QP, 215, Trelawney Avenue, Slough, SL3 8RF, 52, Paget Road, Slough, SL3 7QW, 54, Paget Road, Slough, SL3 7QW, 56, Paget Road, Slough, SL3 7QW, 58, Paget Road, Slough, SL3 7QW, 46, Paget Road, Slough, SL3 7QW, 48, Paget Road, Slough, SL3 7QW, 50, Paget Road, Slough, SL3 7QW, 68, Paget Road, Slough, SL3 7QW, 60, Paget Road, Slough, SL3 7QW, 62, Paget Road, Slough, SL3 7QW, 64, Paget Road, Slough, SL3 7QW, 66, Paget Road, Slough, SL3 7QW, 7, Paget Road, Slough, SL3 7QP, Langley Grammar School House, Reddington Drive, Slough, SL3 7QR, 112, Reddington Drive, Slough, SL3 7QL, 114, Reddington Drive, Slough, SL3 7QL, 116, Reddington Drive, Slough, SL3 7QL, 118, Reddington Drive, Slough, SL3 7QL, 106, Reddington Drive, Slough,

SL3 7QL, 108, Reddington Drive, Slough, SL3 7QL, 110, Reddington Drive, Slough, SL3 7QL, 128, Reddington Drive, Slough, SL3 7QL, 130, Reddington Drive, Slough, SL3 7QL, 132, Reddington Drive, Slough, SL3 7QL, 134, Reddington Drive, Slough, SL3 7QL, 120, Reddington Drive, Slough, SL3 7QL, 122, Reddington Drive, Slough, SL3 7QL, 124, Reddington Drive, Slough, SL3 7QL, 126, Reddington Drive, Slough, SL3 7QL, 144, Reddington Drive, Slough, SL3 7QL, 146, Reddington Drive, Slough, SL3 7QL, 136, Reddington Drive, Slough, SL3 7QL, 138, Reddington Drive, Slough, SL3 7QL, 140, Reddington Drive, Slough, SL3 7QL, 11, Ripley Close, Slough, SL3 7QH, 8, Ripley Close, Slough, SL3 7QH, 211, Trelawney Avenue, Slough, SL3 8RF, 181, Trelawney Avenue, Slough, SL3 8RF, 58, Reddington Drive, Slough, SL3 7QU, 4, Darrell Close, Slough, SL3 7QN, 5, Darrell Close, Slough, SL3 7QN, 6, Darrell Close, Slough, SL3 7QN, 1, Darrell Close, Slough, SL3 7QN, 2, Darrell Close, Slough, SL3 7QN, 3, Darrell Close, Slough, SL3 7QN, 221, Trelawney Avenue, Slough, SL3 8RF, 13, Paget Road, Slough, SL3 7QP, 29, Paget Road, Slough, SL3 7QP, 148, Reddington Drive, Slough, SL3 7QD, 213, Trelawney Avenue, Slough, SL3 8RF, 5, Paget Road, Slough, SL3 7QP, 199, Trelawney Avenue, Slough, SL3 8RF, 193, Trelawney Avenue, Slough, SL3 8RF, 195, Trelawney Avenue, Slough, SL3 8RF, 197, Trelawney Avenue, Slough, SL3 8RF, 153, Churchill Road, Slough, SL3 7RD, 19, Wilford Road, Slough, SL3 7QJ, 21, Wilford Road, Slough, SL3 7QJ, 23, Wilford Road, Slough, SL3 7QJ, 13, Wilford Road, Slough, SL3 7QJ, 15, Wilford Road, Slough, SL3 7QJ, 17, Wilford Road, Slough, SL3 7QJ, 191, Trelawney Avenue, Slough, SL3 8RF, 27, Paget Road, Slough, SL3 7QP, 11, Wilford Road, Slough, SL3 7QJ, 1, Ripley Close, Slough, SL3 7QH, 70, Reddington Drive, Slough, SL3 7QL, 72, Reddington Drive, Slough, SL3 7QL, 74, Reddington Drive, Slough, SL3 7QL, 76, Reddington Drive, Slough, SL3 7QL, 64, Reddington Drive, Slough, SL3 7QL, 66, Reddington Drive, Slough, SL3 7QL, 68, Reddington Drive, Slough, SL3 7QL, 86, Reddington Drive, Slough, SL3 7QL, 88, Reddington Drive, Slough, SL3 7QL, 90, Reddington Drive, Slough, SL3 7QL, 92, Reddington Drive, Slough, SL3 7QL, 78, Reddington Drive, Slough, SL3 7QL, 80, Reddington Drive, Slough, SL3 7QL, 82, Reddington Drive, Slough, SL3 7QL, 84, Reddington Drive, Slough, SL3 7QL, 102, Reddington Drive, Slough, SL3 7QL, 104, Reddington Drive, Slough, SL3 7QL, 94, Reddington Drive, Slough, SL3 7QL, 96, Reddington Drive, Slough, SL3 7QL, 98, Reddington Drive, Slough, SL3 7QL, 100, Reddington Drive, Slough, SL3 7QL, 7, Wilford Road, Slough, SL3 7QJ, 3, Paget Road, Slough, SL3 7QP, 28, Darrell Close, Slough, SL3 7QN, 29, Darrell Close, Slough, SL3 7QN, 30, Darrell Close, Slough, SL3 7QN, 25, Darrell Close, Slough, SL3 7QN, 26, Darrell Close, Slough, SL3 7QN, 27, Darrell Close, Slough, SL3 7QN, 9, Wilford Road, Slough, SL3 7QJ, 185, Trelawney Avenue, Slough, SL3 8RF, 31, Paget Road, Slough, SL3 7QP, 1, Paget Road, Slough, SL3 7QP, 38, Paget Road, Slough, SL3 7QW, 40, Paget Road, Slough, SL3 7QW, 42, Paget Road, Slough, SL3 7QW, 44, Paget Road, Slough, SL3 7QW, 32, Paget Road, Slough, SL3 7QW, 34, Paget Road, Slough, SL3 7QW, 36, Paget Road, Slough, SL3 7QW, 189, Trelawney Avenue, Slough, SL3 8RF, 2, Ripley Close, Slough, SL3 7QH, 22, Darrell Close, Slough, SL3 7QN, 23, Darrell Close, Slough, SL3 7QN, 24, Darrell Close, Slough, SL3 7QN, 19, Darrell Close, Slough, SL3 7QN, 20, Darrell Close, Slough, SL3 7QN, 21, Darrell Close, Slough, SL3 7QN, 1, Jackson Close, Slough, SL3 7FP, 17, Jackson Close, Slough, SL3 7FP, 4, Jackson Close, Slough, SL3 7FP, 16, Jackson Close, Slough, SL3 7FP, 21, Jackson Close, Slough, SL3 7FP, 19, Jackson Close, Slough, SL3 7FP, 12, Jackson Close, Slough, SL3 7FP, 18, Jackson Close,

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In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was advertised in the 17th May 2016 edition of The Slough Express. A number of site notices have also been displayed around the site on 20th May 2016.

No third party objections have been received from occupiers of neighbouring properties.

Other Third Party Comments: The following has been received from the Council's Tenancy Team Leader for the East:

In support of the application I am the tenancy team leader for the East area in Neighbourhoods and would like our representations to be given to the Councillors at the planning committee on 6th July 2016 please

I am aware that some of the contents of this email are not planning considerations but I feel it is important that the views of the residents and landlords are expressed.

We fully support the use of the existing planned dash finish and do not support the view that the finish and its effect on the street scene is in any way detrimental to the area. To the contrary the existing red brick is dull, dark and depressingly old fashioned for residential use and contributes to the negative feel in the area. The brightening up of the buildings will do so much more good than harm to the environment people live in.

The buildings are 1950s and have no architectural merit in itself and they are people's homes that are badly in need of this work. To make a significant change to the specification will go against the wishes of the people that live there who have been consulted fully on the finish and fully support the works as planned.

There is a danger that in changing the finish will add significant cost and will mean only a section of the buildings will be done leaving tenants with cold damp environmentally unsound homes.

As Landlord we will also incur costs due to the damp and mould issues currently faced which will cause an increase in repair costs to avoid expensive litigation for disrepair.

I am disappointed to learn that our views will be ignored by not being able to speak at the committee as this will be the voice of the residents.

I would respectfully request that Councillors be made aware of the full support we have for this finish as the effect will enhance the building, the street scene, and will

demonstrate care and commitment to the resident's homes. If we care then they will and this can do so much more than just enhance a building and make it liveable again. It will assist to lower vandalism and anti social behaviour. It will add a distinctive character to Langley removing the cell block feel to the area. This will assist in the work the neighbourhood teams do in building the community in Langley. There was a question of doing the same as Britwell as a finish. We would say that Langley wants to be distinctive and not become another Britwell. Langley is Langley and Britwell is Britwell and we strongly feel that variety is an essential part of community spirit.

These issues are addressed further in the report under the relevant sections.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework
- National Planning Policy Guidance

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

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 8 – Sustainability and the Environment

Adopted Local Plan for Slough

- Policy EN1 – Standard of Design

7.2 The main planning considerations are therefore considered to be:

- Design, appearance and impact on the street scene
- Sustainability and the Environment
- Impact on neighbour amenity

8.0 Design, Appearance and Impact on The Street Scene

8.1 Policy EN1 of The Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require that the design of proposed development should be of a high standard of design and should reflect the character and appearance of the surrounding area.

8.2 The proposal would see the loss of the original brick façades in favor of two-tone pebble dash render.

8.3 The proposed pebble dash finish would not relate to the materials used in the elevations of surrounding buildings in the locality which are predominantly clad with similar brick finished elevations. The proposal would therefore result in an alternative appearance to the buildings in the surrounding area. Planning Officers consider the proposed pebble dash finish to be an inferior material compared to the existing brick in terms of aesthetics. Taking this into account, the proposal would result large prominent buildings that do not relate well with the surrounding buildings while incorporating inferior finished elevations.

8.4 Based on the above, the proposal would not result in a high standard of design and would not reflect the character and appearance of the surrounding area and therefore fail to comply with the design requirements of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policy EN1 of The Adopted Local Plan for Slough, 2004.

9.0 Sustainability and the Environment

9.1 Core Policy 8 of the Core Strategy require that the 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.

9.2 The provision of external wall insulation would minimise the consumption of energy from a non renewable source and therefore seeks to address the impact of climate change, which weighs in favour of the proposed development. However these benefits are not considered to outweigh the visual harm as assessed above, which would have a significant and lasting detrimental impact on the character and appearance of the surrounding area.

9.3 Based on the above, the proposal would fail to comply with the design requirements of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008

10.0 Impact on Neighbour Amenity

10.1 The proposed development would not result in significant additional additions that would overbear neighbouring properties. Furthermore, there would be no additional openings; therefore, there would be no increase in overlooking. As such, the proposal would not have any impact on the residential amenity of the neighbouring properties over and above the current situation.

10.2 The proposal is not considered to give rise to significant detriment to the amenities of neighbouring occupiers and as such is considered to comply 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.

11.0 Summary

11.1 On the basis of the information provided it is considered that planning permission should be refused.

12.0 **PART C: RECOMMENDATION**

12.1 Having considered the relevant policies set out below, the representations received from third parties and all other relevant material considerations it is recommended to refuse this application for the reasons set out below.

13.0 **PART D: REASON FOR REFUSAL**

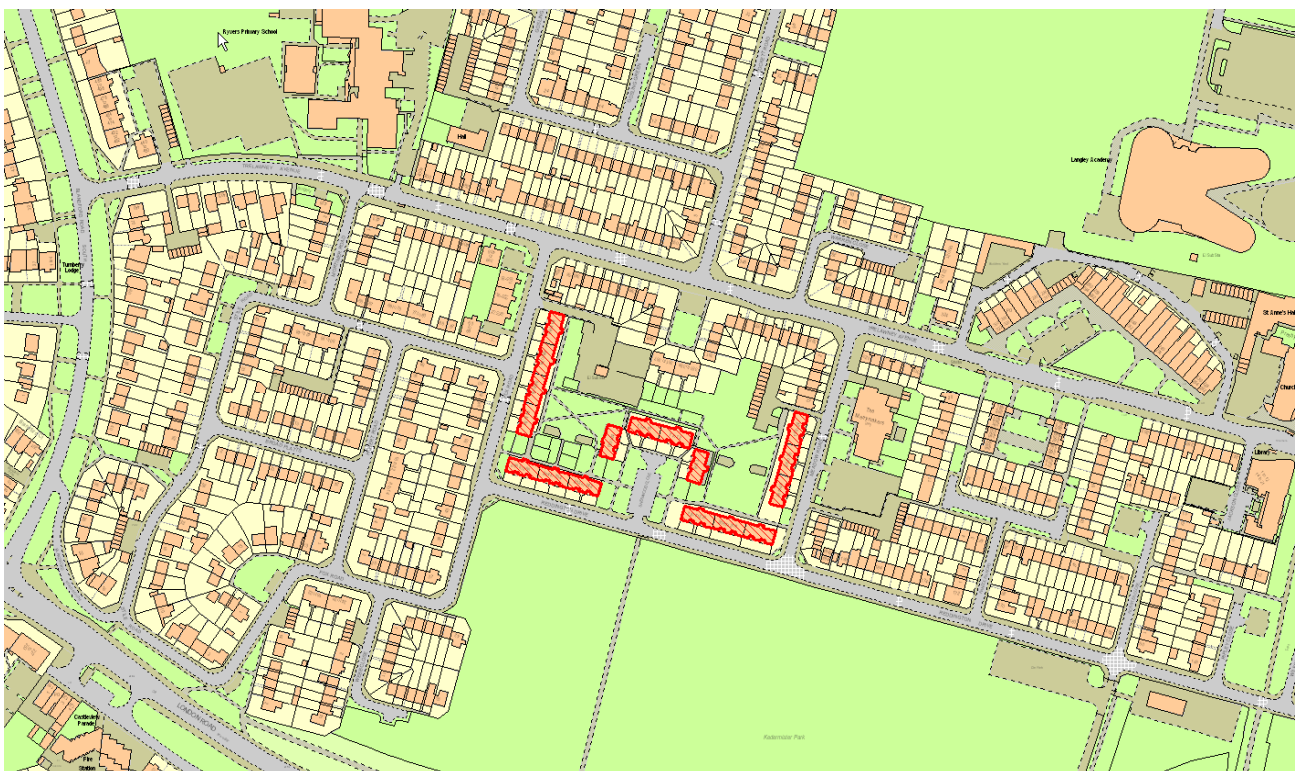
13.1 1. By virtue of the extent, scale, and prominence of the pebble dashed elevations in the context of a surrounding area comprising similar style brick clad elevations, the proposal would not reflect the character and appearance of the surrounding area and would not be of a high standard of design. The environmental benefits of the proposal have been assessed against the visual harm and are not considered to outweigh the significant and lasting detrimental impact on the character and appearance of the surrounding area. The proposal fails to comply with the design requirements of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policy EN1 of The Adopted Local Plan for Slough, 2004.

INFORMATIVE

1. It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

| | | | |
|---------------------------|--|----------------------|----------------------------|
| Registration Date: | 18-Apr-2016 | Applic. No: | S/00723/000 |
| Officer: | Christian Morrone | Ward: | Langley Kedermister |
| | | Applic type: | Major |
| | | 13 week date: | 18 th July 2016 |
| Applicant: | Mr. Martin Dennis, Slough Borough Council | | |
| Agent: | James Dyson, Michael Dyson Associates West House, Meltham Road, Honley, Holmfirth, HD9 6LB | | |
| Location: | Sherwood Close, Reddington Drive, Meadow Road & Fox Road, (various properties) | | |
| Proposal: | External wall insulation with dash finish to all elevations. Repair/replace rainwater goods, doors, windows, and external fixtures and fittings. | | |

Recommendation: Refuse



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from third parties, and all other relevant material considerations, it is recommended to refuse this application for the reasons set out below.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application to provide external wall insulation to 7 detached blocks of flats in Meadow Road, Reddington Drive, Sherwood Close, and Fox Road. The works include the following:

- External wall insulation clad with two-tone pebble dash finish.
- Salmon pink pebble dash to ground floor and mixture black/white/blue to upper floors. Smooth render finish to balcony insets.

The applicant is also intending to propose alternative materials/finishes to the elevations including a darker pebble dash finish and/or a brick effect render to the ground floors. These have not been finalised at the time of writing this report, but will be including within the update sheet and presentation.

3.0 Application Site

- 3.1 The application site relates to 7 detached blocks in Meadow Road, Reddington Drive, Sherwood Close, and Fox Road.
- 3.2 The surrounding area is residential in character, comprising the flats subject of this application, and two storey semi-detached and terrace dwellings. The buildings are related in style, and are finished in similar brick elevations and tiled roofs.

4.0 Relevant Site History

None directly relevant to this application

5.0 Neighbour Notification

- 5.1 345, Trelawney Avenue, Slough, SL3 7TX, 49, Meadow Road, Slough, SL3 7QA, 35, Fox Road, Slough, SL3 7SH, 194, Reddington Drive, Slough, SL3 7QB, 69, Fox Road, Slough, SL3 7SJ, 63, Fox Road, Slough, SL3 7SJ, 65, Fox Road, Slough, SL3 7SJ, 67, Fox Road, Slough, SL3 7SJ, 55, Fox Road, Slough, SL3 7SH, 59, Fox Road, Slough, SL3 7SH, 238, Reddington Drive, Slough, SL3 7SL, 240, Reddington Drive, Slough, SL3 7SL, 242, Reddington Drive, Slough, SL3 7SL, 232, Reddington Drive, Slough, SL3 7SL,

234, Reddington Drive, Slough, SL3 7SL, 236, Reddington Drive, Slough, SL3 7SL, 47, Fox Road, Slough, SL3 7SH, 50, Fox Road, Slough, SL3 7SJ, 52, Fox Road, Slough, SL3 7SJ, 54, Fox Road, Slough, SL3 7SJ, 44, Fox Road, Slough, SL3 7SJ, 46, Fox Road, Slough, SL3 7SJ, 48, Fox Road, Slough, SL3 7SJ, 47, Meadow Road, Slough, SL3 7QA, 379, Trelawney Avenue, Slough, SL3 7TX, 385, Trelawney Avenue, Slough, SL3 7TU, 61, Fox Road, Slough, SL3 7SH, 391, Trelawney Avenue, Slough, SL3 7TU, 92a, Fox Road, Slough, SL3 7SJ, 367, Trelawney Avenue, Slough, SL3 7TX, 361, Trelawney Avenue, Slough, SL3 7TX, 363, Trelawney Avenue, Slough, SL3 7TX, 365, Trelawney Avenue, Slough, SL3 7TX, 315, Trelawney Avenue, Slough, SL3 7UF, 190, Reddington Drive, Slough, SL3 7QB, 75, Fox Road, Slough, SL3 7SJ, 77, Fox Road, Slough, SL3 7SJ, 79, Fox Road, Slough, SL3 7SJ, 73, Fox Road, Slough, SL3 7SJ, 60, Stile Road, Slough, SL3 7SD, 44, Meadow Road, Slough, SL3 7QA, 46, Meadow Road, Slough, SL3 7QA, 48, Meadow Road, Slough, SL3 7QA, 38, Meadow Road, Slough, SL3 7QA, 40, Meadow Road, Slough, SL3 7QA, 42, Meadow Road, Slough, SL3 7QA, 49, Fox Road, Slough, SL3 7SH, 327, Trelawney Avenue, Slough, SL3 7TX, 333, Trelawney Avenue, Slough, SL3 7TX, 71, Fox Road, Slough, SL3 7SJ, 339, Trelawney Avenue, Slough, SL3 7TX, 12, Meadow Road, Slough, SL3 7QA, 194a, Reddington Drive, Slough, SL3 7QB, 16, Sherwood Close, Slough, SL3 7SN, 17, Sherwood Close, Slough, SL3 7SN, 18, Sherwood Close, Slough, SL3 7SN, 13, Sherwood Close, Slough, SL3 7SN, 14, Sherwood Close, Slough, SL3 7SN, 15, Sherwood Close, Slough, SL3 7SN, 62, Fox Road, Slough, SL3 7SJ, 64, Fox Road, Slough, SL3 7SJ, 66, Fox Road, Slough, SL3 7SJ, 56, Fox Road, Slough, SL3 7SJ, 58, Fox Road, Slough, SL3 7SJ, 60, Fox Road, Slough, SL3 7SJ, 51, Fox Road, Slough, SL3 7SH, 89, Fox Road, Slough, SL3 7SJ, 83, Fox Road, Slough, SL3 7SJ, 85, Fox Road, Slough, SL3 7SJ, 87, Fox Road, Slough, SL3 7SJ, 226, Reddington Drive, Slough, SL3 7SL, 228, Reddington Drive, Slough, SL3 7SL, 230, Reddington Drive, Slough, SL3 7SL, 220, Reddington Drive, Slough, SL3 7SL, 91, Fox Road, Slough, SL3 7SJ, 222, Reddington Drive, Slough, SL3 7SL, 81, Fox Road, Slough, SL3 7SJ, 224, Reddington Drive, Slough, SL3 7SL, 92, Fox Road, Slough, SL3 7SJ, 313, Trelawney Avenue, Slough, SL3 7UF, 319, Trelawney Avenue, Slough, SL3 7UF, 37, Fox Road, Slough, SL3 7SH, 4, Sherwood Close, Slough, SL3 7SN, 5, Sherwood Close, Slough, SL3 7SN, 6, Sherwood Close, Slough, SL3 7SN, 1, Sherwood Close, Slough, SL3 7SN, 2, Sherwood Close, Slough, SL3 7SN, 3, Sherwood Close, Slough, SL3 7SN, 188, Reddington Drive, Slough, SL3 7QB, 10, Sherwood Close, Slough, SL3 7SN, 11, Sherwood Close, Slough, SL3 7SN, 12, Sherwood Close, Slough, SL3 7SN, 7, Sherwood Close, Slough, SL3 7SN, 8, Sherwood Close, Slough, SL3 7SN, 9, Sherwood Close, Slough, SL3 7SN, 39, Fox Road, Slough, SL3 7SH, 10, Meadow Road, Slough, SL3 7QA, 32, Meadow Road, Slough, SL3 7QA, 34, Meadow Road, Slough, SL3 7QA, 36, Meadow Road, Slough, SL3 7QA, 26, Meadow Road, Slough, SL3 7QA, 28, Meadow Road, Slough, SL3 7QA, 30, Meadow Road, Slough, SL3 7QA, 369, Trelawney Avenue, Slough, SL3 7TX, 53, Fox Road, Slough, SL3 7SH, 337, Trelawney Avenue, Slough, SL3 7TX, 343, Trelawney Avenue, Slough, SL3 7TX, 214, Reddington Drive, Slough, SL3 7SL, 216, Reddington Drive, Slough, SL3 7SL, 218, Reddington Drive, Slough, SL3 7SL, 208, Reddington Drive, Slough, SL3 7SL, 210, Reddington Drive, Slough, SL3 7SL, 212, Reddington Drive, Slough, SL3 7SL, 377, Trelawney Avenue, Slough, SL3 7TX, 383, Trelawney Avenue, Slough, SL3 7TX, 389, Trelawney Avenue, Slough, SL3 7TU, 323, Trelawney Avenue, Slough, SL3 7UF, 325, Trelawney Avenue, Slough, SL3 7TX, 371, Trelawney Avenue, Slough, SL3 7TX, 101, Fox Road, Slough, SL3 7SJ, 95, Fox Road, Slough, SL3 7SJ, 97, Fox Road, Slough, SL3 7SJ, 99,

Fox Road, Slough, SL3 7SJ, 103, Fox Road, Slough, SL3 7SJ, 93, Fox Road, Slough, SL3 7SJ, 74, Fox Road, Slough, SL3 7SJ, 76, Fox Road, Slough, SL3 7SJ, 78, Fox Road, Slough, SL3 7SJ, 68, Fox Road, Slough, SL3 7SJ, 70, Fox Road, Slough, SL3 7SJ, 72, Fox Road, Slough, SL3 7SJ, 401, Trelawney Avenue, Slough, SL3 7TU, 403, Trelawney Avenue, Slough, SL3 7TU, 405, Trelawney Avenue, Slough, SL3 7TU, 399, Trelawney Avenue, Slough, SL3 7TU, 331, Trelawney Avenue, Slough, SL3 7TX, 202, Reddington Drive, Slough, SL3 7SL, 204, Reddington Drive, Slough, SL3 7SL, 206, Reddington Drive, Slough, SL3 7SL, 196, Reddington Drive, Slough, SL3 7SL, 198, Reddington Drive, Slough, SL3 7SL, 200, Reddington Drive, Slough, SL3 7SL, 41, Fox Road, Slough, SL3 7SH, 8, Meadow Road, Slough, SL3 7QA, 373, Trelawney Avenue, Slough, SL3 7TX, 353, Trelawney Avenue, Slough, SL3 7TX, 355, Trelawney Avenue, Slough, SL3 7TX, 357, Trelawney Avenue, Slough, SL3 7TX, 359, Trelawney Avenue, Slough, SL3 7TX, 317, Trelawney Avenue, Slough, SL3 7UF, 2, Meadow Road, Slough, SL3 7QA, 186, Reddington Drive, Slough, SL3 7QB, 375, Trelawney Avenue, Slough, SL3 7TX, 43, Fox Road, Slough, SL3 7SH, 6, Meadow Road, Slough, SL3 7QA, 4, Meadow Road, Slough, SL3 7QA, 262, Reddington Drive, Slough, SL3 7SL, 264, Reddington Drive, Slough, SL3 7SL, 266, Reddington Drive, Slough, SL3 7SL, 256, Reddington Drive, Slough, SL3 7SL, 258, Reddington Drive, Slough, SL3 7SL, 260, Reddington Drive, Slough, SL3 7SL, 192, Reddington Drive, Slough, SL3 7QB, 341, Trelawney Avenue, Slough, SL3 7TX, The Merry Makers, Meadow Road, Slough, SL3 7QA, 20, Meadow Road, Slough, SL3 7QA, 22, Meadow Road, Slough, SL3 7QA, 24, Meadow Road, Slough, SL3 7QA, 14, Meadow Road, Slough, SL3 7QA, 16, Meadow Road, Slough, SL3 7QA, 18, Meadow Road, Slough, SL3 7QA, 57, Fox Road, Slough, SL3 7SH, 387, Trelawney Avenue, Slough, SL3 7TU, 393, Trelawney Avenue, Slough, SL3 7TU, 351, Trelawney Avenue, Slough, SL3 7TX, 329, Trelawney Avenue, Slough, SL3 7TX, 347, Trelawney Avenue, Slough, SL3 7TX, 335, Trelawney Avenue, Slough, SL3 7TX, 51, Meadow Road, Slough, SL3 7QA, 381, Trelawney Avenue, Slough, SL3 7TX, 45, Fox Road, Slough, SL3 7SH, 250, Reddington Drive, Slough, SL3 7SL, 252, Reddington Drive, Slough, SL3 7SL, 254, Reddington Drive, Slough, SL3 7SL, 244, Reddington Drive, Slough, SL3 7SL, 246, Reddington Drive, Slough, SL3 7SL, 248, Reddington Drive, Slough, SL3 7SL, 349, Trelawney Avenue, Slough, SL3 7TX, 23, Sherwood Close, Slough, SL3 7SN, 24, Sherwood Close, Slough, SL3 7SN, 19, Sherwood Close, Slough, SL3 7SN, 20, Sherwood Close, Slough, SL3 7SN, 22, Sherwood Close, Slough, SL3 7SN, 86, Fox Road, Slough, SL3 7SJ, 88, Fox Road, Slough, SL3 7SJ, 90, Fox Road, Slough, SL3 7SJ, 80, Fox Road, Slough, SL3 7SJ, 82, Fox Road, Slough, SL3 7SJ, 84, Fox Road, Slough, SL3 7SJ, 321, Trelawney Avenue, Slough, SL3 7UF, 21, Sherwood Close, Slough, SL3 7SN

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was advertised in the 20th May 2016 edition of The Slough Express. A number of site notices have also been displayed around the site on 20th May 2016.

No third party objections have been received from occupiers of neighbouring properties.

| | |
|-------------------|---|
| Other Third Party | The following has been received from the Council's Tenancy Team Leader for the East: |
| Comments: | In support of the application I am the tenancy team leader for the East area in Neighbourhoods and would like our representations to be given to the Councillors at the |

planning committee on 6th July 2016 please

I am aware that some of the contents of this email are not planning considerations but I feel it is important that the views of the residents and landlords are expressed.

We fully support the use of the existing planned dash finish and do not support the view that the finish and its effect on the street scene is in any way detrimental to the area. To the contrary the existing red brick is dull, dark and depressingly old fashioned for residential use and contributes to the negative feel in the area. The brightening up of the buildings will do so much more good than harm to the environment people live in.

The buildings are 1950s and have no architectural merit in itself and they are peoples homes that are badly in need of this work. To make a significant change to the specification will go against the wishes of the people that live there who have been consulted fully on the finish and fully support the works as planned.

There is a danger that in changing the finish will add significant cost and will mean only a section of the buildings will be done leaving tenants with cold damp environmentally unsound homes.

As Landlord we will also incur costs due to the damp and mould issues currently faced which will cause an increase in repair costs to avoid expensive litigation for disrepair.

I am disappointed to learn that our views will be ignored by not being able to speak at the committee as this will be the voice of the residents.

I would respectfully request that Councillors be made aware of the full support we have for this finish as the effect will enhance the building, the street scene, and will demonstrate care and commitment to the resident's homes. If we care then they will and this can do so much more than just enhance a building and make it liveable again. It will assist to lower vandalism and anti social behaviour. It will add a distinctive character to Langley removing the cell block feel to the area. This will assist in the work the neighbourhood teams do in building the community in Langley. There was a question of doing the same as Britwell as a finish. We would say that Langley wants to be distinctive and not become another Britwell. Langley is Langley and Britwell is Britwell and we strongly feel that variety is an essential part of community spirit.

These issues are addressed further in the report under the relevant sections.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

- National guidance
 - National Planning Policy Framework

- National Planning Policy Guidance

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

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 8 – Sustainability and the Environment

Adopted Local Plan for Slough

- Policy EN1 – Standard of Design

7.2 The main planning considerations are therefore considered to be:

- Design, appearance and impact on the street scene
- Sustainability and the Environment
- Impact on neighbour amenity

8.0 Design, Appearance and Impact on The Street Scene

8.1 Policy EN1 of The Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy requires the design of proposed development should be of a high standard of design and should reflect the character and appearance of the surrounding area.

8.2 The proposal would see the loss of the original brick façades in favor of two-tone pebble dash render.

8.3 The proposed pebble dash finish would not relate to the materials used in the elevations of surrounding buildings in the locality which are predominantly clad with similar brick

finished elevations. The proposal would therefore result in an alternative appearance to the buildings in the surrounding area. Planning Officers consider the proposed pebble dash finish to be an inferior material compared to the existing brick in terms of aesthetics. Taking this into account, the proposal would result large prominent buildings that do not relate well with the surrounding buildings while incorporating inferior finished elevations.

- 8.4 Based on the above, the proposal would not result in a high standard of design and would not reflect the character and appearance of the surrounding area and therefore fail to comply with the design requirements of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policy EN1 of The Adopted Local Plan for Slough, 2004.

9.0 Sustainability and the Environment

- 9.1 Core Policy 8 of the Core Strategy require that the 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.

- 9.2 The provision of external wall insulation would minimise the consumption of energy from a non renewable source and therefore seeks to address the impact of climate change, which weighs in favour of the proposed development. However these benefits are not considered to outweigh the visual harm as assessed above, which would have a significant and lasting detrimental impact on the character and appearance of the surrounding area.

- 9.3 Based on the above, the proposal would fail to comply with the design requirements of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008

10.0 Impact on Neighbour Amenities

- 10.1 The proposed development would not result in significant additional additions that would overbear neighbouring properties. Furthermore, there would be no additional openings; therefore, there would be no increase in overlooking. As such, the proposal would not have any impact on the residential amenity of the neighbouring properties over and above the current situation.

- 10.2 The proposal is not considered to give rise to significant detriment to the amenities of neighbouring occupiers and as such is considered to comply 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.

11.0 Summary

- 11.1 On the basis of the information provided it is considered that planning permission should be refused.

12.0 **PART C: RECOMMENDATION**

- 12.1 Having considered the relevant policies set out below, the representations received from third parties and all other relevant material considerations it is recommended to refuse this application for the reasons set out below.

13.0 **PART D: REASON FOR REFUSAL**

- 13.1 1. By virtue of the extent, scale, and prominence of the pebble dashed elevations in the context of a surrounding area comprising similar style brick clad elevations, the proposal would not reflect the character and appearance of the surrounding area and would not be of a high standard of design. The environmental benefits of the proposal have been assessed against the visual harm and are not considered to outweigh the significant and lasting detrimental impact on the character and appearance of the surrounding area. The proposal therefore fails to comply with the design requirements of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policy EN1 of The Adopted Local Plan for Slough, 2004.

INFORMATIVE

1. It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

MEMBERS' ATTENDANCE RECORD 2016/17
PLANNING COMMITTEE

| COUNCILLOR | 16/06 | 29/06 | 06/07 | 03/08 | 07/09 | 05/10 | 02/11 | 07/12 | 18/01 | 22/02 | 22/3 | 26/4 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| Ajaib | P | | | | | | | | | | | |
| Bains | P | | | | | | | | | | | |
| Chaudhry | P | | | | | | | | | | | |
| Dar | P | | | | | | | | | | | |
| M. Holledge | P | | | | | | | | | | | |
| Plenty | P | | | | | | | | | | | |
| Rasib | Ap | | | | | | | | | | | |
| Smith | P | | | | | | | | | | | |
| Swindlehurst | P | | | | | | | | | | | |

P = Present for whole meeting
Ap = Apologies given

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

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