

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

**Recommendation:** Approve subject to Conditions



## **P/15086/000**

### **1.0 SUMMARY OF RECOMMENDATION**

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

### **PART A: BACKGROUND**

#### **2.0 Proposal**

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

#### **3.0 Application Site**

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

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

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

#### 4.0 **Site History**

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

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

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

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

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

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

P/01935/028 - SUBMISSION OF DETAILS FOR LANDSCAPING PURSUANT TO CONDITION NO. 7 OF P/01935/021 DATED 17.06.88. –

Approved with Conditions 30-Jun-1989

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

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

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

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

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

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

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

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

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

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

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

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

P/01935/015 - DEMOLITION OF EXISTING BUILDINGS AND ERECTION

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

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

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

## 5.0 **Neighbour Notification**

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

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

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

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

The Dental Studio – Unit 5, Kingfisher Court

Main concerns in opposition regarding proposed development plan;

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

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

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

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

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

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

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

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

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

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

Concerns about residential Development of Units 9-12  
Please Note – according to the planning application there is only one business that has D1 usage (no.5 – the dental surgery). Our business (no.2 – AE Tuition) also has D1 usage. Both these units are also owned by their proprietors.  
We wish to raise some concerns about the above that would need to be addressed if these sighting of residential units were to be successful:

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

Following the submission of my concerns about the possible residential

development, I have taken a close look at the top car park at Kingfisher Court.

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

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

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

## 6.0 **Consultation**

### 6.1 Public Protection Services, Neighbourhood Enforcement

6.2 No comments received.

### 6.3 Traffic and Road Safety/Highways Development

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

### 6.5 Thames Water

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

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

### 6.6 Thames Valley Crime Prevention Design Officer

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

Comments:

On the basis of information available the Police are generally content with the



development proposed, but there is the potential to design out crime, and I therefore make the below comments:

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

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

6.7 Principal Engineer - Drainage

No comments received.

## **PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

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

National Planning Policy Statements

PPS1 – Delivering Sustainable Development

PPS3 – Housing

PPS4 – Planning for Sustainable Economic Growth

PPG13 – Transport

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

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density

Policy H11 – Change of Use to Residential

Policy H14 – Amenity Space

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Supplementary Planning Guidance/Documents

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

Guidelines for Flat Conversions (April 1992)

Slough Borough Council Developer's Guide Part 1-4

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

8.0 **Principle of Development**

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

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

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

9.0 **Design**

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

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

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

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

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

Room	1 Bedroom Required Floor Space (2 persons)	2 Bedroom Required Floor Space (3 persons)	2 Bedroom Required Floor Space (4 persons)
Living Areas (sitting and dining)	14.86 sq.m.	16.72 sq.m.	18.58 sq.m.
Kitchen	5.57 sq.m.	5.57 sq.m.	5.57 sq.m.
Bedroom Area 1	11.14	11.14	11.14

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

- 9.6 Having undertaken measurements of the proposed room sizes, it is considered that the sizes of the rooms would be compliant with the minimum room sizes generally permitted by the Guidelines for Flat Conversions. There are considered to be no issues relating to room stacking.
- 9.7 An acoustic report has been submitted with the application, which seeks to demonstrate that airborne sound will be sufficiently insulated to safeguard the amenity of adjoining occupiers. The results indicate that based on sample tests, the sound insulation of walls would be sufficient to meet relevant standards, subject to additional internal works being undertaken between the first and second floors. It is proposed to recommend a condition in connection with this.
- 9.8 An internal daylight assessment has also been submitted. The rooms of the proposed flats have been assessed to establish whether future occupiers would benefit from sufficient daylight. Whilst the report shows that the bedrooms to the rear of units 9 and 10 at ground and first floor level would have a low average daylight factor due to the fact that their only source of light would be from the rear doors, it is noted that these are to the southern aspect, and the report concludes that the internal lighting of the units should not be considered a constraint to the redevelopment of this part of the site for residential purposes.
- 9.9 Amenity space is proposed to the rear of the building in the form of a communal garden. Balconies would be affixed to the rear of the building providing future occupiers with a small area of outside space. It is also proposed to retain the area to the front of the building to provide landscaping. It should also be noted that there is a play area a short distance away to the west of the site.
- 9.10 The Planning Authority has adopted Guidelines for the Provision of Amenity Space Around Residential Properties, which acknowledges that demand for 'real gardens' is normally less so in the case of developments comprising one and two bedrooms than in the case of family housing. When considered in conjunction with the nearby play area, the proposed amenity space provision is considered on balance to be acceptable.
- 9.11 The design of the proposed building is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; and Policies H11, EN1 and H14 of The Adopted Local Plan for Slough 2004.
- 10.0 **Impact on Neighbour Amenity**
- 10.1 With regard to the potential impact on the amenity of neighbours, the principle matters for consideration are considered to be in relation to the compatibility of the proposed residential use of the units with the existing neighbouring

office and D1 uses, and potential impacts on neighbouring occupiers arising from the proposed dormer window and rear balconies.

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

for postal deliveries.

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

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

## 11.0 **Traffic and Highways**

### Traffic

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

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

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

### Parking provision

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

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

11.6 However, on the basis of 1 no. car parking space being required to serve a 1 bed flat, and 1.5 car parking spaces being required to serve a 2 no. bed flat (all communal), the proposal would require a minimum parking provision of 15

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

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

## 12.0 **Summary**

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

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

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

## **PART C: RECOMMENDATION**

### 13.0 **Recommendation**

13.1 Approved with Conditions

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

#### Condition(s)

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

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

2. The development hereby approved shall be implemented only in accordance with



the following plans and drawings hereby approved by the Local Planning Authority:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. No development shall commence until details of the proposed bin store (to

include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Informative(s)

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

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

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