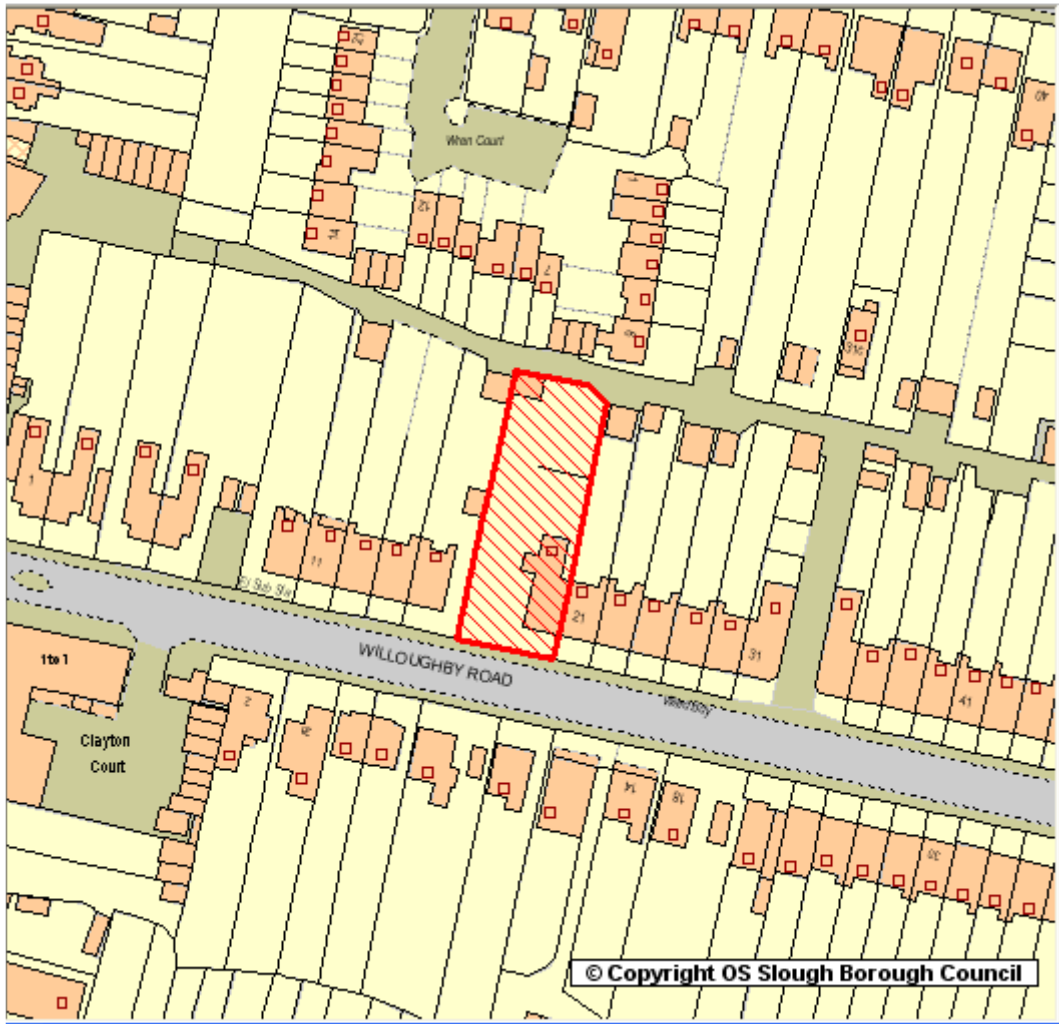


Registration Date:	21-May-2012	Applic. No:	P/00427/005
Officer:	Ian Hann	Ward:	Langley St. Marys
		Applic type:	13 week date:
Applicant:	Mr. J Pelton, James Daniel Construction Developments		
Agent:	N Broderick, NMB Planning Ltd 124, Horton Road, Datchet, Slough, SL3 9HE		
Location:	19, Willoughby Road,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

Recommendation: Refuse



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the policy background and comments from consultees it is recommended that the application be refused planning permission for the reasons set out in this report.

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

PART A: BACKGROUND

2.0 **Proposal**

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

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

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

2.5 The building would comprise:

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

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

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

3.0 **Application Site**

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

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

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

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

4.0 **Site History**

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

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

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

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

5.0 **Neighbour Notification**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6.0 **Consultations**

6.1 **Highways and Transport**

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

Car Parking

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

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

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

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

Access

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

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

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

Cycle Parking

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

Refuse and Recycling Storage

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

Trip Generation

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

Recommendation

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

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

Conditions

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

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

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

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

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

Reason: To minimise danger and inconvenience to highway users.

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

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

Once the revised plans are agreed the following condition will apply

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

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

Informative(s) required

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

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

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

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

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

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

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

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

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

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1

National guidance

- National Planning Policy Framework (NPPF)

Local Development Framework, Core Strategy, Submission Document

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

Adopted Local Plan for Slough

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

7.2 The planning considerations for this proposal are:

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

8.0 Principle of use

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

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

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

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

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

- 8.5 The Applicant has stated that flatted development would be acceptable on this site as it close to the District Centre and other flats have been approved in such areas. While it is not disputed that the site is in a sustainable edge of District Centre location the policy relating to flatted development is a “cliff face” based policy so as soon as a site falls outside of the Town Centre location then flatted development is not acceptable and this has been supported on appeal when edge of Town Centre developments have been dismissed on appeal. While other flatted development may have been permitted this would have been purely on the basis that the site would not be usable as family accommodation, such as with the development at 31 Willoughby Road where some additional flats have been approved where the commercial element of the building was retained therefore scuppering any prospect of family housing on the site. It is considered that this site could easily accommodate family housing via a new build house and conversion of the existing building and as a result a relaxation Core Policy 4 is not considered to be acceptable under this application. Furthermore the Council’s Guidelines for Flat Conversions states that “properties should be capable of conversion without the need for significant extensions” and therefore the proposed extensions would go against these guidelines due to the extensions to the property.
- 8.6 While it is accepted that Core Policy 5 supports the change of use or redevelopment of existing offices to residential uses, where appropriate, this does not prevail over all other policy, especially Core Policy 4, as all other policies would need to be complied with, which has not been achieved in this case as discussed above.
- 8.3 This site is not a site that has been identified in the Councils Land Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has overachieved the amount of housing required by 17% and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.
- 9.0 **Design and impact on street scene and character of area**
- 9.1 **Design and external appearance is assessed against NPPF, Core Policy 8 and Local Plan Policy EN1.**
- 9.2 NPPF advises that *‘Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people..*
- 9.4 Core Policy 8 of the Local Development Framework, Core Strategy, states that: *“All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.”* Part 2 to that policy covers design and in sub section b) it states: *“all development will respect its location and surroundings”.*

- 9.6 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 9.7 The proposed side extension has been designed so that it is subordinate to the original building and in a style and design matching the original building and is considered to be in keeping with the existing building and the character and appearance of the area.
- 9.8 The proposed two storey element of the rear extension building has been designed with a pitched and hipped roof which is to incorporate the rear facing dormer window as if the roof was not hipped there would not be sufficient room for the dormer. Not only does this lead to a roof design which is out of keeping with is out of keeping with the original building and it's pitched roof but also leads to visually awkward intersection between the roof of the extension and the dormer window where they visually collide into each other. This results in a form of development that has a detrimental impact upon the character of the existing building and has a detrimental impact upon the character of the area.
- 9.9 Section 2.1.5 of the Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010 states that extensions should have a sense of proportion and balance both in its own right and in its relationship to the original building.... This is achieved by ... reducing the width of the extension (typically no more than 50 percent the width of the original dwelling, especially in the case of two storey extensions). This is further expanded upon in policy EX12 of the same policy to ensure that two storey / first floor extensions are proportion and visually subordinate to the original house they should not exceed 50% of the width of the original dwelling. The proposed rear extension at first floor level would have a width of 10.6m compared to the original buildings width of 10.4m and would therefore fail to be subservient to the existing building and will result in it being overly large and overbearing to the existing property and will have a detrimental impact upon the original house and the character of the area.
- 9.10 While it is acknowledged that the proposals would result in the area to the rear of the property becoming a parking area with small gardens and amenity area and that this would be at odds to gardens that are the predominate feature at the rear of the properties, it should be noted that the site is already laid to hardstanding and the change to a parking area would not have a detrimental impact upon the character of the area.
- 10.0 **Impact to neighbouring residential properties / relationships to neighbouring buildings**
- 10.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 10.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that the design of all development within existing residential areas should respect its location and surroundings.
- 10.3 Policy EN1 of the Adopted Local Plan states that *“all development proposals are*

required to reflect a high standard of design and must be compatible with and/or improve their surrounding”, in accordance with the criteria set out in that policy.

- 10.4 The proposed rear extension will be positioned so that it will come out to a depth of to a depth of 3.3m at first floor level and 6.6m at ground floor level, with a separation distance of 1.8m to the neighbouring property at No. 21. This is the same as the existing rear projections from the original building and will therefore have no detrimental impact in terms of loss of light or overbearing impact upon No. 21. As there are no side facing first floor windows there would be no loss of privacy to No.21 either. Some concern has been raised with regards to the proposed rear facing dormer window and the possible increased overlooking from this, however considering the first floor windows in the rear elevation the proposed dormer window would not result in increased overlooking.
- 10.5 The proposed side extension would have no detrimental impact upon the neighbouring property at No. 17 as there are no first floor side facing windows that serve habitable rooms that could result in overlooking (the only window in that elevation would just look at the blank side elevation of the neighbouring property and the extensions would not extend beyond the rear of this neighbouring property.
- 10.6 Some concern has been raised with regards to the increase in noise and disturbance from the property being used more intensively than its current use. Should planning permission be granted a condition could be added to any permission ensuring that appropriate sound proofing be incorporated into the building prior to its occupation to resolve any issues of noise disturbance.
- 10.7 It is therefore considered that the proposals would not have a detrimental impact on the living conditions of the existing occupants of the adjoining residential properties in accordance with Core Policy 8 and Local Plan Policy EN1.
- 11.0 **Standard of accommodation for future residential occupiers**
- 11.1 The Council’s approved Guidelines for Provision for flat conversions, 1992 requires a minimum room size for the type of development proposed. The guidelines state that living areas (sitting and dining) for 1 bed room flats requires an area of 14.86m², kitchen areas require 5.57m and bedrooms require 11.14m² and for 2 bedroom flats living areas require an area of 16.72m², kitchen areas require 5.57m and bedrooms require 11.14m² and 6.5m². The rooms for the proposed buildings comply with the guidelines apart from the bedroom in the roof space and the living room on the first floor although would be at a level where it would not be considered reasonable to refuse the application on these small shortfalls.
- 11.2 The window in the side elevation serving the bedroom in the roofspace faces onto the blank elevation of the neighbouring property some 9.5m away and

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

12.0 **Amenity Space**

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

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

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

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

13.0 **Traffic and Highways**

13.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.

13.2 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.

13.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.

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

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

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

14.0 **Summary and Conclusions**

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

15.0 **PART C: RECOMMENDATION**

15.1 **Refuse.**

PART D: REASONS FOR REFUSAL

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

INFORMATIVE(S):

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

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