

PLANNING COMMITTEE

21st February 2013

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

AGENDA ITEM 5

P/05597/012

A completion of a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 for a contribution of £2,750 payable towards the enhancement of existing nearby public open space to address the on-site amenity space shortfall has been received. The conditions have been finalised and accordingly, the officer recommendation is changed from that set out in the officer report to approve, with conditions as listed on pages 18 - 24.

CHANGE TO RECOMMENDATION: APPROVE, WITH CONDITIONS

AGENDA ITEM 6

P/08770/072

Condition 2 some drawing numbers corrected. List should be :

P857/001 Rev L Layout Received 31/1/13
P857/SS01 rev D Streetscene Received 8/1/13
P857/2BM 01 B & 02 A House Type Received 8/1/13
P857/2BF 01 & 02 House Type Received 11/10/12
P857/MA01 House Type Received 11/10/12
P857/MA3 01 & 02 House Type Received 9/11/12
P857/NO+ 01 & 02 House Type Received 11/10/12
P857/HO 01 & 02 House Type Received 11/10/12
P857/2BH 01 House Type Received 11/10/12
P8573BH1 01 & 02 House Type Received 11/10/12
P8573BH 01 Rev B & 02 House Type Received 8/1/13

Condition 5 now refers to hard surfacing also.

Condition 11 also refers to dust suppression during construction.

Condition 13 changed as the archaeology investigation scheme has been submitted already

Condition on soil contamination has been deleted the site having been investigated as part of the earlier overall phase 3 development and the risk of contamination from recent site compound use is small there being a surfaced area that can be remove before house building work starts.

Conditions for junction visibility and verge protection added.

Highway informative added

Remainder of conditions renumbered.

14 Junction Visibility

Development shall not commence until a visibility splay have been provided on Grimsby Road between a point 2.4 metres along the centre line of Eltham Avenue measured from the edge of the carriageway and a point 43 metres along the edge of the (Grimsby Road) carriageway measured from the intersection of the centre line of the Eltham Avenue junction. The area contained within the splay shall be kept free of any obstruction exceeding 600mm in height above the nearside channel level of the Grimsby Road carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

15 Verge Protection

No dwelling shall be occupied until footway/verge protection measures as shown on the landscape scheme approved pursuant to condition 5 have been implemented along the radius kerbs of the site access junction and the visibility splay of the Eltham Avenue and Grimsby Road junction referred to in condition 14. The footway/verge protection measures will be maintained in perpetuity to prevent parking.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

NO CHANGE TO RECOMMENDATION

AGENDA ITEM 7

P/01433/014

Members are advised that the 21 day consultation period following publication of the press notice and erection of the site notice expires by the end of today 21st February 2013. No objections have received to date.

With respect to the late consultations undertaken with statutory consultees as listed on page 41 of the Officers report, no written comments have been received from either the Town Centre Manager or the Council's Waste Management Team. Comments have been received from Thames Valley Police and verbal comments from Transport & Highways and these are set out below:

Crime Prevention Design Advisor | Neighbourhood Policing and Partnerships | Thames Valley Police

Thank you for consulting the Thames Valley Police Crime Prevention Design Team regarding the above application for the proposed formation of new pedestrian access to upper floors from High Street; use of ground floor for Class A1, Class A3 or Class A5 purposes; conversion of first and second floors, each to form 2 x 2 bedroom flats; and, erection of two storey extension at third and fourth floor levels to provide a further 6 x 1 bedroom and 2 x 2 bedroom flats (12 new dwellings in all).

The police generally support the principle of residential accommodation within town centres. However, where there is a change of use, great care must be taken with access, physical security and how the proposal will actually function to ensure that the development is of good quality and is safe and secure for residents. This application does not address the crime prevention and community safety implications fully and I do have some serious concerns about some elements of this proposal.

My comments on the whole scheme from a crime prevention and community safety view are below:

Access from Service Deck – *The applicant has not addressed any of the problems of access from the service deck. It would appear from the plans that it is intended that residents access the development with their cycles from the service deck. During the day this area has vehicle activity, little natural surveillance and at night this will be reduced even further making it unwelcoming with no control from capable guardians. It does have some formal surveillance by CCTV. The deck is specifically designed for service vehicles and it was never intended that pedestrians would be using this area on a regular basis. There is no specific marked pedestrian route to allow safe access to Queensmere Road. This lack of natural surveillance continues on the open outside staircases which give access to the deck making it a very unsafe entrance route. The route winds around existing structures on different levels, with plenty of recesses and dark areas where offenders could hide and is isolated and remote. This will facilitate crime, allow offenders to operate without being seen and certainly increase the fear of crime.*

The alternative route to the deck is via the vehicle access ramp which again was never designed for pedestrian access.

Physical Security - *The town centre generally suffers the normal problems associated with these areas, drunkenness, rough sleepers, anti social behaviour, drug use and prostitution. This coupled with the already identified above access problems means that, if this application is permitted, the physical security of the flats will be very important. The most vulnerable areas are listed below:*

Entrance from High Street – *I agree with the comments in the Design and Access Statement at para 5.0 that the fact that this a separate entrance off the High Street is of benefit from a crime prevention and safety point of view for the reasons stated. This communal entrance door should be to BS PAS 24 security standard and fitted with an access control system, with electronic release and visual verification linked to each flat. The communal entrances to blocks of flats should form a line of defence acting as a physical barrier to access for outsiders. This 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*

There is no indication as to how the delivery of mail will be accommodated. This must be designed in from the start and should not include a tradesman button. Royal Mail now require that this operates well into the afternoon which negates all the security benefits of the access control system. If it is not possible to have separate through the wall post boxes at the entrance then the Royal Mail will accept an access fob to allow delivery of post to boxes in the entrance hall.

The same security standard of door should be used for the rear communal access to the service deck.

Individual Flat Entrance Doors – Flatted blocks are always vulnerable to burglary because if an offender gains access to the block they can operate unseen due to the very limited or non existent natural surveillance. The flat entrance doors should be to BS PAS 24 security standard which will greatly increase their resistance to attack and provide reassurance and good security for the residents

Officer Response

It is proposed to add a condition requiring the submission of a security management plan.

Transport & Highways

The Council's Transport & Highways adviser is unhappy with the arrangements for cycle parking which are split between two floors at first and second floor levels. In response to earlier concerns some changes have been made to the provision of cycle parking by providing vertical lockers. The provision of such lockers is contrary to guidance given in the Developers Guide and given their location opening onto the main pedestrian route and as such would be difficult to use. Given that this is a car free scheme, it is essential that cycle parking is of a quality which is attractive to use.

Members will note from the Officer's report that a number of potential issues are identified:

The first issue relates to the height of the extended building in relation to the neighbouring building occupied by Debenhams. It has been demonstrated through elevational drawings that the extension should not be higher than the neighbouring building. A condition is proposed which will stipulate a maximum height.

The second issue relates to refuse and servicing and in particular the travel distances for future occupiers in respect of the external bin store which is to be located on the service deck. To achieve the required travel distances amended plans have been submitted showing the position of the stairs changed. Whilst this would still require the future occupants to negotiate a number of stairs, it is not dissimilar to the arrangements as approved in respect of the Wellington House Annexe and as such objections are no longer being raised.

The third issue relates to the quality of accommodation for the future occupiers of proposed flats 2 and 4, the bedroom area for which would receive little light and therefore result in poor living conditions. Officers have suggested that the flats in question be changed to one bed flats and reduced in size accordingly.

The fourth issue relates the siting and nature of cycle parking. Officers have advised that if the suggested are made to flats 2 and 4 that this would free up sufficient space to provide all of the cycle parking on the first floor and moving the storage area serving the retail unit to the second floor. Whilst cycle lockers are still encouraged, these should not be of the vertical type. However, if located on the first floor it would be more accessible for cyclists entering from the High Street and also more convenient for those cyclists entering from the service deck.

To date the applicant has not given his willingness to make these changes, however there is still time for such changes to be made and for a decision to be taken within the 13 week target date.

CHANGE TO RECOMMENDATION:

That the application be delegated to the Head of Planning Policy and Projects for resolution of outstanding matters relating to the siting and nature of cycle parking and the layout and design of flats 2 and 4, no substantive objections being received, finalising conditions and final determination.

In the event that the outstanding matters have not been resolved by the 13 week determination target date that the Head of Planning Policy and Projects reserves the right to refuse planning permission on the following grounds:

Poor layout and internal day lighting in relation to proposed flats 2 and 4 as shown the deposited plan would result in poor living conditions for its future occupants and the siting and nature of proposed cycle parking to serve all future occupants is neither convenient nor attractive to use, therefore the development does not achieve good quality housing in relation to the National Planning Policy Framework nor Policy H11 of the Adopted local Plan for Slough 2004.

AGENDA ITEM 8

P/11425/012

The Environment Agency has withdrawn their objection. The review of the traffic modelling has not resulted in there being a case for asking for further transport related mitigation measures. The affordable housing mix at para 2.2 should read 14 one bed and 14 two bed social rent flats. At para 2.6 a second, smaller, poplar tree will be lost by the revised link road to the sports clubs. The revised drawings to accommodate the change to affordable housing is satisfactory. Highway comments on the revised drawings are outstanding. Annotation on drawings about trees to be retained/removed is needed. Regarding Section 106 education contributions negotiations continue.

Key layout drawing numbers are as follows but some are subject to minor change re outstanding matters :

061102-BEL-NL-06 A Proposed Location Plan
061102-BEL-NL-01 A Planning Layout
061102-BEL-NL-02 A Information Layout
061102-BEL-NL-03 A Proposed Storey Heights Layout
061102-BEL-NL-04 A Proposed Tenure Layout
061102-BEL-NL-05 A Proposed Unit Types Layout
061102-BEL-NL-07 A Proposed POS Layout
061102-BEL-NL-OB A Proposed Parking Allocation Layout
061102-BEL-NL-09 A Proposed Refuse Strategy Layout
061102-BEL-NL-10 A Proposed Character Zones
30454/043AC Swept paths of a 12m bus passing a large car, 2-way option
30454/041AC Rev B Proposed roundabout and access road

House type and street scenes etc. drawings are:

B. Street Scenes

- | | |
|----------------------|---------------|
| • 061102-BEL-NL-SS01 | Street Scenes |
| • 061102-BEL-NL-SS02 | Street Scenes |
| • 061102-BEL-NL-SS03 | Street Scenes |
| • 061102-BEL-NL-SS04 | Street Scenes |
| • 061102-BEL-NL-SS05 | Street Scenes |

C. Site Sections

- | | |
|-----------------------|--|
| • 061102-BEL-NL-SEC01 | Proposed Site Section 1 with Castlevue Road Properties |
| • 061102-BEL-NL-SEC02 | Proposed Site Section 2 with Castlevue Road Properties |
| • 061102-BEL-NL-SEC03 | Proposed Site Section 3 with Castlevue Road Properties |

D. Perspectives

- | | |
|------------------------|--------------------------------|
| • 061102-BEL-NL-PVLP01 | Perspective View Location Plan |
| • 061102-BEL-NL-PER01 | Perspective View 1 |
| • 061102-BEL-NL-PER02 | Perspective View 2 |
| • 061102-BEL-NL-PER03 | Perspective View 3 |
| • 061102-BEL-NL-PER04 | Perspective View 4 |

E. Garages/ Car Ports

- | | |
|-----------------------|---|
| • 061102-BEL-NL-CP01 | Pergola Style Car Ports |
| • 061102-BEL-NL-GAR01 | Garage 01 – Single Plans and Elevations |
| • 061102-BEL-NL-GAR02 | Garage 02 – Single Plans and Elevations |
| • 061102-BEL-NL-GAR03 | Garage 03 – Single Plans and Elevations |
| • 061102-BEL-NL-GAR04 | Garage 04 – Single Plans and Elevations |
| • 061102-BEL-NL-GAR05 | Garage 05 – Double Plans and Elevations |

F. Stores

- 061102-BEL-NL-BS01 Bin Stores Plans and Elevations
- 061102-BEL-NL-CS01 Cycle Store Plans and Elevations

G. Nexus Architectural Character

- 061102-BEL-NL-F-E1 House Type F Proposed Elevations
- 061102-BEL-NL-F-E2 House Type F Proposed Side Elevation
- 061102-BEL-NL-F-P1 House Type F Proposed Floor Plan

- 061102-BEL-NL-G-E1 House Type G Proposed Elevations
- 061102-BEL-NL-G-P1 House Type G Proposed Floor Plans

- 061102-BEL-NL-K-E1 House Type K Proposed Elevations
- 061102-BEL-NL-K-P1 House Type K Proposed Floor Plans

- 061102-BEL-NL-APT1-E1 Apartment Block 1 Front Elevations
- 061102-BEL-NL-APT1-E2 Apartment Block 1 Side Elevation
- 061102-BEL-NL-APT1-E3 Apartment Block 1 Front & Side Elevations
- 061102-BEL-NL-APT1-E4 Apartment Block 1 Rear Elevation
- 061102-BEL-NL-APT1-P1 Apartment Block 1 Ground Floor Plan
- 061102-BEL-NL-APT1-P2 Apartment Block 1 First Floor Plan
- 061102-BEL-NL-APT1-P3 Apartment Block 1 Second Floor Plan

- 061102-BEL-NL-APT2-E1 Apartment Block 2 Proposed Front Elevation
- 061102-BEL-NL-APT2-E2 Apartment Block 2 Proposed Side Elevations
- 061102-BEL-NL-APT2-E3 Apartment Block 2 Proposed Rear Elevations
- 061102-BEL-NL-APT2-P1 Apartment Block 2 Ground Floor Plan
- 061102-BEL-NL-APT2-P2 Apartment Block 2 First Floor Plan
- 061102-BEL-NL-APT2-P3 Apartment Block 2 Second Floor Plan

- 061102-BEL-NL-APT3-E1 A Apartment Block 3 Proposed Front Elevation
- 061102-BEL-NL-APT3-E2 A Apartment Block 3 Proposed Side Elevations
- 061102-BEL-NL-APT3-E3 A Apartment Block 3 Proposed Rear Elevation
- 061102-BEL-NL-APT3-P1 A Apartment Block 3 Ground Floor Plan
- 061102-BEL-NL-APT3-P2 A Apartment Block 3 First Floor Plan
- 061102-BEL-NL-APT3-P3 A Apartment Block 3 Second Floor Plan

- 061102-BEL-NL-APT4.1&2-E1 Apartment Blocks 4.1 & 4.2 Proposed Front Elevation
- 061102-BEL-NL-APT4.1&2-E2 Apartment Blocks 4.1 & 4.2 Proposed Side Elevations
- 061102-BEL-NL-APT4.1&2-E3 Apartment Blocks 4.1 & 4.2 Proposed Rear Elevations
- 061102-BEL-NL-APT4.1&2-P1 Apartment Blocks 4.1 and 4.2 Ground Floor Plan
- 061102-BEL-NL-APT4.1&2-P2 Apartment Blocks 4.1 and 4.2 First Floor Plan
- 061102-BEL-NL-APT4.1&2-P3 Apartment Blocks 4.1 and 4.2 Second Floor Plan

- 061102-BEL-NL-APT4.3-E1 Apartment Block 4.3 Proposed Front Elevation
- 061102-BEL-NL-APT4.3-E2 Apartment Block 4.3 Proposed Side Elevations
- 061102-BEL-NL-APT4.3-E3 Apartment Block 4.3 Proposed Rear Elevation
- 061102-BEL-NL-APT4.3-E4 Apartment Block 4.3 Proposed Side Elevations
- 061102-BEL-NL-APT4.3-P1 Apartment Blocks 4.3 Ground Floor Plan
- 061102-BEL-NL-APT4.3-P2 Apartment Block 4.3 First Floor Plan
- 061102-BEL-NL-APT4.3-P3 Apartment Block 4.3 Second Floor Plan

- 061102-BEL-NL-APT4.4-E1 Apartment Block 4.4 Proposed Front Elevation
- 061102-BEL-NL-APT4.4-E2 Apartment Block 4.4 Proposed Side Elevations
- 061102-BEL-NL-APT4.4-E3 Apartment Block 4.4 Proposed Rear Elevation

- 061102-BEL-NL-APT4.4-E4 Apartment Block 4.4 Proposed Side Elevations
- 061102-BEL-NL-APT4.4-P1 Apartment Blocks 4.4 Ground Floor Plan
- 061102-BEL-NL-APT4.4-P2 Apartment Blocks 4.4 First Floor Plan
- 061102-BEL-NL-APT4.4-P3 Apartment Blocks 4.4 Second Floor Plan

H. Arcs Architectural Character

- 061102-BEL-NL-A-E1 House Type A Proposed Elevations
- 061102-BEL-NL-A-E2 House Type A Proposed Elevations
- 061102-BEL-NL-A-P1 House Type A Proposed Floor Plan

- 061102-BEL-NL-B1-E1 House Type B(1) Proposed Elevations
- 061102-BEL-NL-B1-P1 House Type B(1) Proposed Floor Plans
- 061102-BEL-NL-B2-E1 House Type B(2) Proposed Elevations
- 061102-BEL-NL-B2-P1 House Type B(2) Proposed Floor Plans

- 061102-BEL-NL-E-E1 House Type E Proposed Elevations
- 061102-BEL-NL-E-E2 House Type E Proposed Elevations
- 061102-BEL-NL-E-P1 House Type E Proposed Floor Plans

- 061102-BEL-NL-G-E2 House Type G Proposed Elevations
- 061102-BEL-NL-G-E3 House Type G Proposed Elevations
- 061102-BEL-NL-G-P2 House Type G Proposed Floor Plans
- 061102-BEL-NL-G-P3 House Type G Proposed Second Floor Plans

- 061102-BEL-NL-H-E1 House Type H Proposed Elevations
- 061102-BEL-NL-H-E2 House Type H Proposed Elevations
- 061102-BEL-NL-H-E3 House Type H Proposed Elevations
- 061102-BEL-NL-H-E4 House Type H Proposed Elevations
- 061102-BEL-NL-H-P1 House Type H Proposed Floor Plan

- 061102-BEL-NL-J-E1 House Type J Proposed Elevations
- 061102-BEL-NL-J-E2 House Type J Proposed Elevations
- 061102-BEL-NL-J-E3 House Type J Proposed Elevations
- 061102-BEL-NL-J-E4 House Type J Proposed Elevations
- 061102-BEL-NL-J-P1 House Type J Proposed Floor Plan

- 061102-BEL-NL-K-E2 House Type K Proposed Elevations
- 061102-BEL-NL-K-P2 House Type K Proposed Floor Plans
- 061102-BEL-NL-K-E3 House Type K Proposed Elevations
- 061102-BEL-NL-K-P3 House Type K Proposed Floor Plans

- 061102-BEL-NL-AA-E1 House Type AA Proposed Elevations
- 061102-BEL-NL-AA-E2 House Type AA Proposed Elevations
- 061102-BEL-NL-AA-P1 House Type AA Proposed Floor Plan

- 061102-BEL-NL-AB-E1 House Type AB Proposed Elevations
- 061102-BEL-NL-AB-E2 House Type AB Proposed Elevations
- 061102-BEL-NL-AB-E3 House Type AB Proposed Elevations
- 061102-BEL-NL-AB-P1 House Type AB Proposed Floor Plan

- 061102-BEL-NL-AC-E1 House Type AC Proposed Elevations
- 061102-BEL-NL-AC-E2 House Type AC Proposed Elevations
- 061102-BEL-NL-AB-P1 House Type AC Proposed Floor Plans

- 061102-BEL-NL-AD-E1 House Type AD Proposed Elevations
- 061102-BEL-NL-AD-E2 House Type AD Proposed Elevations
- 061102-BEL-NL-AD-E3 House Type AD Proposed Elevations
- 061102-BEL-NL-AD-P1 House Type AD Proposed Floor Plan

- 061102-BEL-NL-AE-E1 House Type AE1 Proposed Elevations
- 061102-BEL-NL-AE-P1 House Type AE1 Proposed Floor Plans
- 061102-BEL-NL-AE-E2 House Type AE2 Proposed Elevations
- 061102-BEL-NL-AE-P2 House Type AE2 Proposed Floor Plans
- 061102-BEL-NL-AE-E3 House Type AE3 Proposed Elevations
- 061102-BEL-NL-AE-P3 House Type AE3 Proposed Floor Plans
- 061102-BEL-NL-AE-E4 House Type AE4 Proposed Elevations
- 061102-BEL-NL-AE-P4 House Type AE Proposed Floor Plans
- 061102-BEL-NL-AF-E1 A House Type AF Proposed Elevations
- 061102-BEL-NL-AF-P1 A House Type AF Proposed Floor Plans

I. Cords Architectural Character

- 061102-BEL-NL-E-E3 House Type E Proposed Elevations
- 061102-BEL-NL-E-P2 House Type E Proposed Floor Plans
- 061102-BEL-NL-H-E5 House Type H Proposed Elevations
- 061102-BEL-NL-H-P2 House Type H Proposed Floor Plan
- 061102-BEL-NL-AA-E3 House Type AA Proposed Elevations
- 061102-BEL-NL-AA-P2 House Type AA Proposed Floor Plan
- 061102-BEL-NL-AB-E4 House Type AB Proposed Elevations
- 061102-BEL-NL-AB-E5 House Type AB Proposed Elevations
- 061102-BEL-NL-AB-P2 House Type AB Proposed Floor Plan
- 061102-BEL-NL-AC-E3 House Type AC Proposed Elevations
- 061102-BEL-NL-AC-E4 House Type AC Proposed Elevations
- 061102-BEL-NL-AC-E5 House Type AC Proposed Elevations
- 061102-BEL-NL-AC-P2 House Type AC Proposed Floor Plans
- 061102-BEL-NL-AC-P3 House Type AC Proposed Floor Plans
- 061102-BEL-NL-AD-E4 House Type AD Proposed Elevations
- 061102-BEL-NL-AD-E5 House Type AD Proposed Elevations
- 061102-BEL-NL-AD-P2 House Type AD Proposed Floor Plan
- 061102-BEL-NL-AE-E5 House Type AE1 Proposed Elevations
- 061102-BEL-NL-AE-P5 House Type AE(1) Proposed Floor Plans
- 061102-BEL-NL-AE-E6 House Type AE5 Proposed Elevations
- 061102-BEL-NL-AE-P6 House Type AE5 Proposed Floor Plans

CHANGE TO RECOMMENDATION :

Delegate a decision to the Head of Planning Policy and Projects

for the signing of a satisfactory Section 106 Agreement.

drafting of conditions.

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

Satisfactory resolution of any outstanding matters regarding highway layout, identification of trees on drawing and drainage strategy.