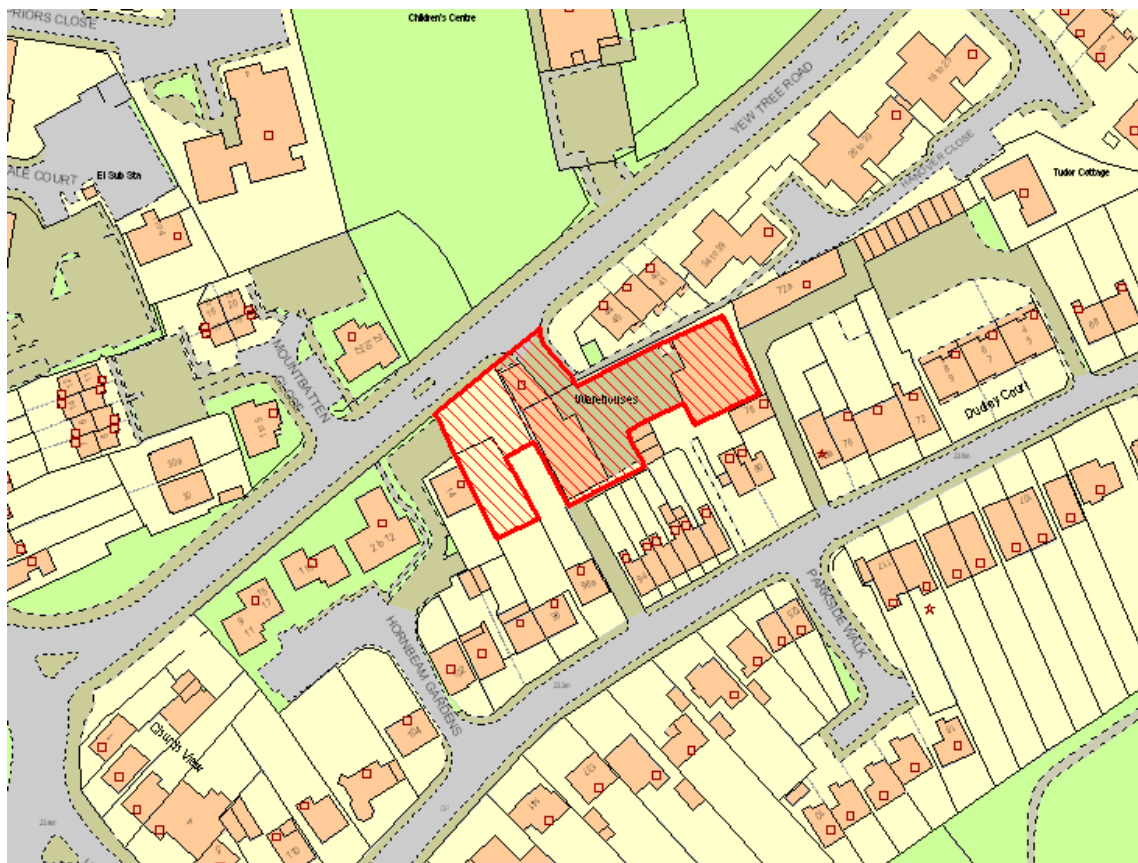


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|--------------------|---|---------------|----------------------------------|
| Registration Date: | 15-Mar-2013 | Applic. No: | P/09547/003 |
| Officer: | Mr Smyth | Ward: | Upton |
| Applicant: | Mr. M Beill, STS Storage Systems Ltd | Applic type: | Major |
| Agent: | HAP Chartered Architects Ltd The Old Registry Office, 20, Amersham Hill, High Wycombe, Buckinghamshire, HP13 6NZ | 13 week date: | 14th June 2013 |
| Location: | 96 & 96a, Upton Road, SL1 2AW | | |
| Proposal: | <p>DEMOLITION OF EXISTING INDUSTRIAL BUILDING AND REDEVELOPMENT OF THE SITE TO PROVIDE:</p> <p>6 NO. X 4 BEDROOM HOUSES COMPRISING 1 NO. X TWO STOREY HOUSE WITH GABLE ENDS AND 5 NO. X 2.5 STOREY HOUSES WITH HALF HIPS AND FRONT DORMERS CONTAINED WITHIN A TERRACE OF THREE HOUSES AND A PAIR OF SEMI DETACHED PROPERTIES;</p> <p>6 NO. TWO BEDROOM FLATS CONTAINED WITHIN A DOUBLE FRONTAGE THREE STOREY BUILDING WITH FRONT AND REAR GABLES AND SIDE DORMERS; ASSOCIATED ACCESS, PARKING, BIN STORE AND AMENITY SPACE.</p> | | |

Recommendation: Delegate to Head of Planning Policy and Projects



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant Policies below, the development is considered to have an adverse affect on the sustainability and the environment for the reasons set out.
- 1.2 That the application be delegated to the Head of Planning Policy and projects for consideration of any additional substantive objections, continue negotiations with the applicant and final determination, including completion of a S106 Agreement and finalising conditions if appropriate, within the 13 week target date of 14th June 2013.
- 1.3 This is an application for the erection of 6 no. houses and 6 no. flats and therefore falls within the category of a major planning application.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full application for: *demolition of existing industrial building and redevelopment of the site (including part of the rear gardens of the rear gardens to 96 & 96A Hornbeam Gardens) to provide:*
6 no. x four-bedroom houses comprising 1 no. x two-storey house with gable ends and 5 no. x 2.5 storey houses with half hips and front dormers contained within a terrace of three houses and a pair of semi detached properties;
6 no. two-bedroom flats contained within a double frontage three storey building with front and rear gables and side dormers; associated access, parking, bin store and amenity space.
- 2.2 The flats, comprising units 7 – 12 would be contained within a three storey building. The entrance is centrally positioned within the north facing elevation onto Yew Tree Road, serving 6 no. two bedroom flats (two per floor), each with a similar footplate and each containing a combined lounge/dining room/kitchen and separate bathroom. The block measures 16.5m wide X 10.5m deep and 10.5m high to the ridge. There is no amenity space provided for the flats, but balconies are proposed to the front elevation serving the lounge dining area at first and second floors. Cycle parking is provided adjacent to the west elevation.
- 2.3 Units 4 -6 comprise a terrace of three proposed dwelling houses, 2.5 storeys in height with accommodation within the roof space. At ground floor each of the properties has a living/dining room, separate kitchen and WC. On the first floor are 4 bedrooms (3 bedrooms plus study) and bathroom. Within the roofspace there is a further bedroom, with en suite and linen cupboard. The bedroom takes its light and aspect from a north facing dormer window. Each dwelling measures 5m wide X 8.5m deep X

7.7m high to eaves (9.25m to ridge). In addition to the front facing dormer serving each of the properties, there are a further 2 no. high level roof lights within the roof plane. There is a front canopy over the front entrance doors. Each of the houses has an equivalent 9 metre deep garden and there is a rear service path crossing plot 4 to serve plot 5. Rear gardens measure between 9.5 and 10m in depth.

2.4 Units 1 & 2 comprise a pair of 2.5 storey high four bedroom houses with accommodation in the roofspace. The accommodation, footplate and layout design and dimensions are similar to units 4 -6, as described above. Unit 1 is 1 two storey three bedroom house. It is an L shaped building dimensioning, 7.9m wide reducing down to 3.9m wide X 9.75m, in depth reducing down to 5.25m in depth. The height is 5.5m to eaves and 8m to ridge. The rear garden measures 7 m in depth but is 9m across its width.

2.5 A total of 21 communal car parking spaces are distributed across the site. Access is from Yew Tree Road utilising the existing access.

3.0 **Application Site**

3.1 The site is occupied by 3 no. industrial units with a central parking court. Both units are vacant at the present time. Access is from Yew Tree Road. The site also includes part of the rear gardens belonging to nos. 96 and 96a Upton Road, which lie to the west of unit 2.

3.2 The site is an irregular shape, with a site area of 0.1785 hectare and borders existing residential uses to the north, south and west. To the east the site abuts an existing warehouse/light industrial unit together with the access road serving it from Upton Road.

3.3 Adjoining the southern boundary of the site there is a small garage court with access from Upton Road and there is also a rear service path serving nos. 86 – 94 Upton Road.

4.0 **Site History**

4.1 There is no relevant planning history pertaining to this site.

5.0 **Neighbour Notification**

5.1 The Occupier, 24, Mountbatten Close, Slough, SL1 2BG
The Occupier, 25, Mountbatten Close, Slough, SL1 2BG
The Occupier, 26, Mountbatten Close, Slough, SL1 2BG
The Occupier, 27, Mountbatten Close, Slough, SL1 2BG
The Occupier, 21, Mountbatten Close, Slough, SL1 2BG
The Occupier, 22, Mountbatten Close, Slough, SL1 2BG
The Occupier, 23, Mountbatten Close, Slough, SL1 2BG
The Occupier, 7, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 1, Hornbeam Gardens, Slough, SL1 2DZ

The Occupier, 3, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 5, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 8, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 10, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 12, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 2, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 4, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 6, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, 14, Hornbeam Gardens, Slough, SL1 2DZ
The Occupier, Flat 1, 96, Upton Road, Slough, SL1 2AW
The Occupier, Flat 2, 96, Upton Road, Slough, SL1 2AW
The Occupier, 96a Upton Road, Slough, SL1 2AW
The Occupier, 98, Upton Road, Slough, SL1 2AW
The Occupier, 100, Upton Road, Slough, SL1 2AW
The Occupier, 102, Upton Road, Slough, SL1 2AW
The Occupier, 78, Upton Road, Slough, SL1 2AW
The Occupier, 80, Upton Road, Slough, SL1 2AW
The Occupier, 82, Upton Road, Slough, SL1 2AW
The Occupier, 84, Upton Road, Slough, SL1 2AW
The Occupier, 86, Upton Road, Slough, SL1 2AW
The Occupier, 88, Upton Road, Slough, SL1 2AW
The Occupier, 90, Upton Road, Slough, SL1 2AW
The Occupier, 92, Upton Road, Slough, SL1 2AW
The Occupier, 94, Upton Road, Slough, SL1 2AW
The Occupier, 72, Upton Road, Slough, SL1 2AW
The Occupier, 74, Upton Road, Slough, SL1 2AW
The Occupier, 74a Upton Road, Slough, SL1 2AW
The Occupier, 74b Upton Road, Slough, SL1 2AW
The Occupier, 76, Upton Road, Slough, SL1 2AW
The Occupier, 30, Yew Tree Road, Slough, SL1 2AS
The Occupier, 29, Hanover Close, Slough, SL1 2AP
The Occupier, 30, Hanover Close, Slough, SL1 2AP
The Occupier, 31, Hanover Close, Slough, SL1 2AP
The Occupier, 32, Hanover Close, Slough, SL1 2AP
The Occupier, 26, Hanover Close, Slough, SL1 2AP
The Occupier, 27, Hanover Close, Slough, SL1 2AP
The Occupier, 28, Hanover Close, Slough, SL1 2AP
The Occupier, 33, Hanover Close, Slough, SL1 2AP
The Occupier, 21, Hanover Close, Slough, SL1 2AP
The Occupier, 22, Hanover Close, Slough, SL1 2AP
The Occupier, 23, Hanover Close, Slough, SL1 2AP
The Occupier, 24, Hanover Close, Slough, SL1 2AP
The Occupier, 18, Hanover Close, Slough, SL1 2AP
The Occupier, 19, Hanover Close, Slough, SL1 2AP
The Occupier, 20, Hanover Close, Slough, SL1 2AP
The Occupier, 25, Hanover Close, Slough, SL1 2AP

5.2 The period of neighbour consultation expires on 1st May 2013. At the time of writing this report no letters of objection have been received however, any objections received before the date of the Meeting will be reported on

the Amendment Sheet. A late consultation letter and site notice and press notice have been placed, but the 21 day period for objections would go beyond the date of this Committee and officers are seeking Committee's approval to delegate the application back to officers to consider any late substantive objections which may be received.

6.0 **Consultation**

6.1 **Transport & Highways**

This is a proposal to demolish an existing industrial building (B1C) measuring 680sqm and two sections of gardens from the neighbouring properties and replace this with x6 three bed houses and x6 two bed flats. The site is located within a 10 minute walk of the town centre and therefore considered to be accessible.

Trip Generation

I have derived trip rates from the TRICS database for the existing site and it estimates that a site of this size would generate 46 vehicle trips per day. I have also derived trip rates for the proposed residential use and it estimates the site would generate 76 vehicle trips per day. Therefore the proposed development is likely to lead to an additional 30 vehicle trips per day.

Car Parking

The existing site has a parking demand of 14 spaces, although 7 were provided. The Slough Local Plan standards require a minimum of 1.75 spaces for 2-3 bedroom dwellings on the basis that the spaces are unassigned. I would envisage that with this development the houses are likely to be allocated 2 spaces each and the flats 1.5 spaces for the flats or 1 space with 3 visitor spaces. Given the accessible nature of the site the parking provision is acceptable.

Cycle Parking

Individual cycle stores are proposed for the houses – these should be in the form of garden sheds.

The proposed Bikeshel parking – 1 space for each flat is considered acceptable.

Refuse and Recycling

A refuse store is proposed for the flats to hold 2 eurobins – 1 for recycling and 1 for refuse. This is acceptable. For the houses separate wheelie bins are to be provided, which would indicate that they expect the refuse vehicle to enter the development to collect this waste. The refuse store is 38m from the furthest dwelling therefore it is too far for residents to pull their bins – with the maximum distance being 25m. Therefore tracking for a large refuse vehicle will need to be provided.

Access and Layout

I have measured the car parking bays and the aisles and they appear to

be slightly below standard – the parking spaces should measure 2.4x4.8 and aisle widths of 6.0m. It may be a result of printing off the scanned version – this needs to be checked against the submitted plans; if any of the dimensions are below standard then this will need to be addressed.

A shared surface/home zone arrangement may be appropriate for this development. Some small changes to the access road are proposed, but in principle this looks acceptable subject to detailed plans being submitted as part of a planning condition.

Area for Adoption

From the submitted plans it would suggest that only the hammerhead may be appropriate for adoption, but given that a management company will be required for the rest of the site it is most likely that adoption is not the preferred solution. Furthermore the developer should be made aware that residential roads along Yew Tree Road are affected by parent parking for the nearby St Mary's Primary School and therefore keeping the cul-de-sac private may be a better approach to dealing with any overspill parking than relying on enforcement.

Summary

The traffic generated by this proposal will be able to be accommodated at the site access, the development will nevertheless generate additional traffic movements onto the already heavily congested network within the Borough. In recognising that the highway network within the Borough experiences extensive problems with capacity and delay, the Borough Council has developed a Transport Strategy which is supported by central government policy to encourage modal shift to other forms of transport and manage congestion to enable targets within the Transport Act to be met. This development would place additional demands on the transport network on a daily basis and the associated traffic movements would exacerbate existing problems. On this basis a contribution towards the Slough Transport Strategy is required so that the implementation of schemes within the Strategy to promote other forms of travel and manage congestion can be brought forward. A contribution of £9,000 is considered commensurate with the additional traffic likely to be generated by this development and is consistent with the approach taken on other developments within the Borough.

Recommendation

On the basis that the tracking is provided and is satisfactory and the other dimensions then subject to securing the contribution of £9,000 and the conditions below I would not raise a highway objection.

Conditions

1. 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.

2. No part of the development shall be occupied until the new means of access has been altered in accordance with details to be approved prior to commencement 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

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.

6.2 Principle Drainage & Lighting Engineer

No objections subject to a condition covering the submission of surface water drainage details.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 This application is assessed in accordance with the following national and local planning policies:

National Policy Guidance

National Planning Policy Framework (NPPF)

Local Planning Guidance

Core Policy 1, 4, 7, 8 and 9 of the Local Development Framework, Core Strategy, Submission Document November 2007

Policies H13, H14, EN1, T2, T13 of the Adopted Local Plan for Slough 2004

7.2 ***National Policy Guidance***
The NPPF in its overarching Core Planning principles state that planning should: Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.....encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental valuehousing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.....Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it function..

Local Planning Guidance

Slough Local Development Framework Core Strategy Development Plan Document

7.3 *Core Policy 1 requires that all development complies with the Spatial Strategy. That all development takes place on previously developed land within the built up area unless there are very exceptional circumstances. That high density housing development be located in the town centre and that elsewhere the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.*

7.4 *Core Policy 4, states that in urban areas outside of the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of existing and proposed local services facilities and infrastructure. The density range indicated for urban locations is 20 – 70 dwellings per hectare. Within existing suburban residential areas there will be limited infilling which will consist of family houses that are designed to enhance the distinctive urban character and identity of the area. The*

density range for suburban areas is given as 37 – 55 dwellings per hectare. Urban and suburban areas are defined in the appendices to the Core Strategy.

7.5 *Core Policy 7 states that all new development should reinforce the principles of the transport strategy, to ensure that all new development is sustainable and is located in the most accessible locations*

7.6 *Core Policy 8 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. With respect to achieving high quality design all development will be:*
a) be of a high quality design that is practical, attractive, safe, accessible and adaptable
b) respect its location and surroundings
c) be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style

Adopted Local Plan for Slough

7.7 *The policies listed below are saved policies in accordance with a direction by the Secretary of State.*

7.8 *Policy 14 requires an appropriate level of amenity space be determined through consideration of the following criteria:*
a) type and size of dwelling and type of household likely to occupy dwelling;
b) quality of proposed amenity space in terms of area, depth, orientation, privacy, attractiveness, usefulness and accessibility;
c) character of surrounding area in terms of size and type of amenity space for existing dwellings;
d) proximity to existing public open space and play facilities; and
e) provision and size of balconies.

In the supporting text to that policy it is stated that, In the case of family units, the provision of adequate rear gardens is essential to provide space not only for people who wish to extend their living space into the garden, but also for children to have a secure and safe environment in which informal play can take place

7.9 *Policy EN1 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water courses.*

7.10 *Policy T2 states that: Residential development will be required to provide a level of parking appropriate to its location and which will overcome road safety problems, protect the amenities of adjoining residents and not*

result in an adverse visual impact upon the environment.

8.0 **Principle of Residential Development**

8.1 The principle of residential development is acceptable on the site, however Core Policy 4 of the Slough Local Development Framework Core Strategy development Plan Document December 2008, states that *“In Urban areas outside of the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Within existing suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive character and identity of the area.*

8.2 The site is located outside of the designated town centre area and as such, flats would not be supported. The policy is based upon the evidence provided by the Berkshire Strategic Housing Market Assessment. This policy has been successfully tested at appeal.

8.3 It is the view of officers that the site could be developed entirely of family housing, albeit it would not be possible to achieve the same level of development on the site.

8.4 Objections are raised on the grounds that the proposal which involves the construction of part of the site for flats on an urban site outside of the town centre, would be contrary to Core Policy 4, which seeks family housing on sites outside of the town centre and officers consider the site suitable entirely for family housing.

9.0 **Siting & layout Issues**

9.1 Concerns are expressed about the siting of the units shown as 7 -12 on the deposited plans. Whilst there is no firm building line along this part of Yee Tree Road, and notwithstanding the forward siting of the existing industrial unit on the western side of the site entrance, there is nonetheless a loose building line, with most of the neighbouring residential properties set back from the highway, creating a feel openness. It is considered that the block comprising 1 -7 which would be substantial in both height and bulk and would by virtue of its forward most siting, appear overly dominant within the street.

9.2 Whilst it is considered that this issue could be addressed as part of an overall change to the layout of the development and which would be necessary to address all of the officers concerns as set out in this report, an objection is being raised, pending possible revisions to the scheme in relation to Core Policy 8, Policies 13 and EN1 of the Adopted Local Plan and the National Planning Policy Framework.

10.0 **Design**

10.1 Whilst it acknowledged that the housing would replace industrial buildings, it is nonetheless considered that the proposal for 2.5 storey houses incorporating half hip roofs would result in a development which does not reflect the general character of the area. Surrounding housing is generally traditional two storey housing, most with hipped and pitched roofs.

10.2 For the scheme to be considered acceptable in design terms the houses would need to be redesigned on the basis of being two storey houses with traditional hipped and pitched roofs. Whilst this is achievable, it may not be feasible to use the loft space for habitable accommodation thereby resulting in smaller dwelling houses. Nonetheless, objections are raised in relation to design contrary to Core Policy 8 of the LDF, policies H13 and EN1 of the adopted local plan and the National Planning Policy Framework on the grounds that the development would not add to or enhance the character of the area.

11.0 **Impact on neighbouring Amenity**

11.1 A number of potential issues have identified in relation to impact on neighbouring amenity:

- The siting of the frontage block comprising 7 -12, as shown on the deposited plan is likely to compromise a 45 degree line of site when measured from the closest edge of the nearest habitable room window within the front elevation of the existing house at 14 Hornbeam Close.
- Unit 1, is as shown on the deposited plan, likely to result in overshadowing and shading of the rear gardens of nos. 40 – 45 Yew Tree Road. The siting of unit 1 does not achieve a minimum separation distance of 15 metres from the rear elevation of 42 and 43 Yew Tree Road and is likely to breach a 45 degree line of site from the neighbouring properties at 40 & 41 and 44 & 45 Yew Tree Road.
- The siting of unit 3 would not achieve a minimum separation distance of 15 metres from 80 and 82 Upton Road.
- There is a first floor window in the west facing elevation of 78 Upton Road. It is not known whether or not it is a habitable room, but if it is then unit 3 would compromise a 45 degree line of sight to that window.

11.2 To overcome the issues identified will necessitate a complete review of the layout and is likely to result in a reduction in the number of residential units which can be accommodated on the site. However, as the scheme currently stands objections are raised on grounds of adverse impact on

the amenity of neighbouring residential occupiers, contrary to Core Policy 8 of the LDF, Policies H13 and EN1 of the adopted Local Plan and the National Planning Policy Framework.

12.0 **Amenity Space**

12.1 No amenity space is provided for the proposed flats, although balconies are provided to each of the first and second floor units. The amenity space serving the proposed houses falls short of the Council's guidelines for rear amenity space as set out in its planning guidance, which requires a minimum depth of 15 metres or area of 100 sq metres.

12.2 As the scheme currently stands objections are raised on grounds of insufficient amenity space to serve the proposed development in relation to Policy h14 of the adopted local plan.

13.0 **Transport & Highways**

13.1 The Council's transport and highway engineers advise that: *The traffic generated by this proposal will be able to be accommodated at the site access. The development will nevertheless generate additional traffic movements onto the already heavily congested network within the Borough. In recognising that the highway network within the Borough experiences extensive problems with capacity and delay, the Borough Council has developed a Transport Strategy which is supported by central government policy to encourage modal shift to other forms of transport and manage congestion to enable targets within the Transport Act to be met. This development would place additional demands on the transport network on a daily basis and the associated traffic movements would exacerbate existing problems. On this basis a contribution towards the Slough Transport Strategy is required so that the implementation of schemes within the Strategy to promote other forms of travel and manage congestion can be brought forward. A contribution of £9,000 is considered commensurate with the additional traffic likely to be generated by this development and is consistent with the approach taken on other developments within the Borough. On the basis that the tracking is provided and is satisfactory and the other dimensions then subject to securing the contribution of £9,000 and the conditions below I would not raise a highway objection.*

13.2 No objections are raised on grounds of traffic or parking, in relation to Core Policy 7 of the LDF and policy T2 of the adopted local plan, subject to the applicant demonstrating vehicle tracking for a refuse vehicle and payment of a financial contribution towards the Slough Transport Strategy to manage to promote other forms of travel to the private motor car and manage congestion, by means of a legal agreement.

13.3 The requirement for a financial contribution may be waived if the scheme is amended to take account of the issues as set out in the report, which will inevitably result in a fewer number of dwelling units on the site.

14.0 **S106 issues**

14.1 The applicant may be required to enter into a Section 106 Agreement for the payment of a transportation financial contribution, but this may ultimately depend upon the final level of development and trip generation.

15.0 **Process**

15.1 Following an amendment (Amendment 2) to the Town and Country Planning (Development Management Procedure) Order 20012 , which was effective from the 1st December 2012, there is now an obligation on the local planning authority that a decision notice shall include a statement explaining how, in dealing with the application, the local planning authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.

15.2 Whilst there were no pre application negotiations with respect to the proposal, following correspondence from the Council outlining the issues with the current scheme, the applicant has advised that he is willing to work with officers to reach an acceptable outcome. Negotiations will continue with the applicant during the period leading up to the Committee Meeting and any progress will be reported on the Amendment Sheet.

15.3 It is considered that the local planning authority is working proactively with the applicant to try and resolve the issues as highlighted in the report. Subject to securing the changes necessary to address the issues raised, it is considered that a revised residential scheme on the site would improve the economic social and environmental conditions of the area and as such does accord with the National Planning Policy Framework.

PART C: RECOMMENDATION

16.0 **Recommendation**

16.1 That the application be delegated to the Head of Planning Policy and projects for consideration of any additional substantive objections, continue negotiations with the applicant and final determination, including completion of a S106 Agreement and finalising conditions if appropriate, within the 13 week target date of 14th June 2013.

- 16.2 In the event that the applicant is minded not to amend the scheme to address the issues raised in this report that the Head of Planning Policy and Projects be authorised to refuse planning permission for some or all of the following reasons:

That part of the development which comprises flats would be contrary to the requirements of Core Policy 4 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008 in that the policy requires that in urban areas outside of the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure.

The proposed development by virtue of its siting bulk height and design would compromise the general siting of existing development along this part of Yew Tree Road thereby appearing overly dominant within the street and be out keeping with the general character and appearance of the area contrary to Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008, Policies H13 and EN1 of the Adopted local Plan for Slough 2004 and the National Planning Policy Framework.

The development by virtue of its siting bulk and massing would appear overly dominant and overbearing to existing neighbouring occupiers living at 14 Hornbeam Close, 40, 41, 44 and 45 Yew Tree Road and 78, 80 and 82 Upton Road and will also result in the overshadowing of rear gardens belonging to 40 – 45 Yew tree Road. The development is thereby contrary to Core Policy 8 of the Slough Local Development Framework Core Strategy Development plan Document December 2008, Policies H13 and EN1 of the Adopted local Plan for Slough 2004 and the National Planning Policy Framework.

The development fails to provide adequate rear amenity space to serve large family houses in accordance with Policy H14 of the adopted local Plan for Slough 2004.

- 17.0 In the event that the scheme is suitably amended to address the issues as outlined in the report then the following planning conditions will apply. At this stage only the heads are provided with the detailed wording to be finalised by officers.

19.0 **PART D: LIST OF CONDITIONS OR REFUSAL REASONS**

- 1) Time, 3 years
- 2) Approved drawings
- 3) External materials
- 4) External surfaces
- 5) Land contamination
- 6) Means of access

- 7) Minimum parking
- 8) Landscaping
- 9) Boundary Treatment
- 10) Waste Minimisation
- 11) Construction Management Plan
- 12) Working Hours
- 13) Delivery hours
- 14) Cycle parking
- 15) Bin Store
- 16) Surface Water Drainage