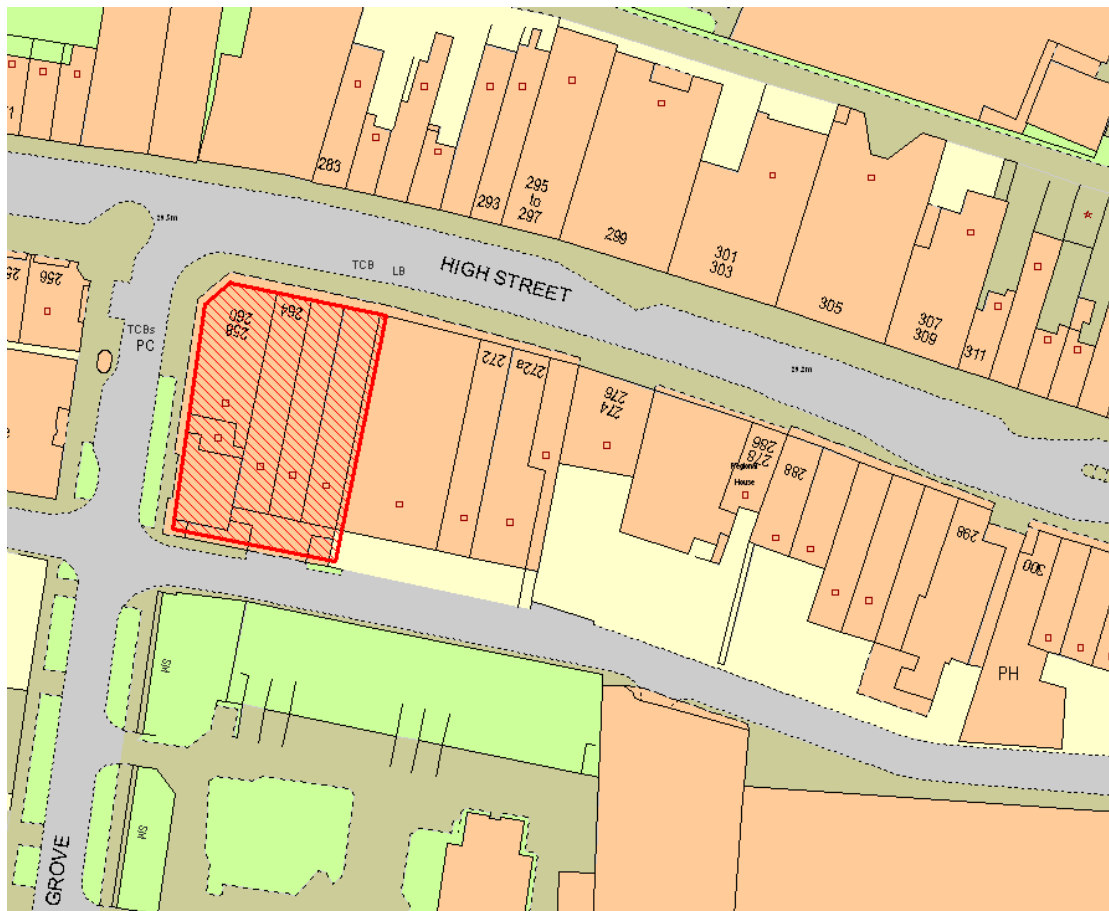


Registration Date:	05-Mar-2014	Applic. No:	P/15673/002
Officer:	Mr Smyth	Ward:	Upton
Applicant:	Mr. Jonathan Miller, Mardan (Norwich) Ltd		
Agent:	Mr. Malcolm Howdle, M M Howdle 5, Police Houses, Cliff Road, Stamford, PE9 1AB		
Location:	3 The Grove & 258-268, High Street, Slough, SL1 1JU		
Proposal:	<p>CHANGE TO THE EXTERNAL APPEARANCE OF THE EXISTING BUILDING INVOLVING A COMPLETE AND RE-CLADDING AND CHANGES TO THE PATTERN AND CONFIGURATION OF EXISTING FENESTRATION ABOVE GROUND FLOOR LEVEL FOLLOWING A SUCCESSFUL PRIOR NOTIFICATION FOR A CHANGE OF USE FROM CLASS B1(A) OFFICES TO CLASS C3 RESIDENTIAL TO PROVIDE 24 NO. FLATS AND THE ERECTION OF A TWO STOREY EXTENSION ABOVE THE TWO STOREY ELEMENT OF THE BUILDING TO PROVIDE A FURTHER 12 NO. FLATS.</p>		

Recommendation: Delegate to Development Management Lead Officer



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies, the comments received and all other relevant material considerations, it is recommended that the application be delegated to the Development Management Lead Officer for consideration of any substantive objections, resolution of outstanding issues relating to room sizes, daylight and sunlight, cycle parking and bin storage, possible Section 106 Agreement, finalising conditions and final determination.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The proposal is for change to the external appearance of the existing building involving a complete re-cladding and changes to the pattern and configuration of existing fenestration above ground floor level following a successful prior notification for a change of use from Class B1(a) offices to Class C3 residential to provide 24 no. flats and the erection of a two storey extension above the two storey element of the building to provide a further 12 no. flats.
- 2.2 The application is accompanied by full plans and a planning design and access statement.

3.0 Application Site

- 3.1 The site is located within the Town Centre Commercial Core and accommodates a four-storey high building with shops on the ground floor and offices on the upper floors at 258-268 High Street and a two-storey building with a shop on the ground floor and offices on the first floor at 3 The Grove. The building is located on the corner of the High Street and The Grove. It has a concrete canopy over the shops. Above the canopy the building is dominated by horizontal bands of glazing, with concrete panels between. The two-storey building at 3 The Grove has a similar treatment to the front elevation facing The Grove. The side elevation of this building is finished in buff brick.
- 3.2 The building adjoining at 270 – 272 High Street has been extended and converted to flats and the High Street frontage has been re-clad to improve its overall appearance. The character of the area changes from retail on the High Street frontage to commercial offices along the Grove.

4.0 Planning Background

- 4.1 On 23rd January 2014 a prior notification application for the conversion of the existing building above ground floor level for conversion of offices to flats in accordance with Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended) was determined by the Council on the basis that prior approval was not required. The submitted plans showed a total of 24 no. flats being provided.

- 4.2 A separate planning application (P/15673/001) is being considered by the Council for the external cladding and changes to fenestration and doors following that prior approval determination. There is a degree of overlap between that application, which is being determined under powers of officer delegation and this submission.

5.0 Neighbour Notification

- 5.1 The Occupier, Carpetmart, 270, High Street, Slough, SL1 1NB
The Occupier, 289a High Street, Slough, SL1 1BD
The Occupier, Kebab Land, 289, High Street, Slough, SL1 1BD
The Occupier, 287a, High Street, Slough, SL1 1BD
The Occupier, 285a, High Street, Slough, SL1 1BD
The Occupier, 283a, High Street, Slough, SL1 1BD
The Occupier, Oxfam, 283, High Street, Slough, SL1 1BD
The Occupier, 281, High Street, Slough, SL1 1BD
The Occupier, A B D Carpets & Furniture, 279, High Street, Slough, SL1 1BN
The Occupier, Orchard & Shipman, 256, High Street, Slough, SL1 1JU
The Occupier, Campsie, 256, High Street, Slough, SL1 1JU
The Occupier, Pechiney (uk) Ltd, Pechiney House, The Grove, Slough, SL1 1QF
The Occupier, Mycom Uk Ltd, Hatfield Road, Slough, SL1 1QE
The Occupier, Zensar Technologies Uk Ltd, Hatfield Road, Slough, SL1 1QE
The Occupier, Thames Central, Hatfield Road, Slough, SL1 1QE
The Occupier, 254, High Street, Slough, SL1 1JU,
The Occupier, Blue Arrow, 252, High Street, Slough, SL1 1JU
The Occupier, 40635, The Grove, Slough, SL1 1QP
The Occupier, In Touch, 272, High Street, Slough, SL1 1NB
The Occupier, Assets, Mda House, The Grove, Slough, SL1 1RH
The Occupier, 258, High Street, Slough, SL1 1JU
The Occupier, Totesport, 264, High Street, Slough, SL1 1NB
The Occupier, 266, High Street, Slough, SL1 1NB
The Occupier, 268, High Street, Slough, SL1 1NB
The Occupier, 291a, High Street, Slough, SL1 1BD
The Occupier, H S S Hire Group Plc, 291, High Street, Slough, SL1 1BD
The Occupier, So Asia, 277, High Street, Slough, SL1 1BN
The Occupier, Perfect Pizza, 275, High Street, Slough, SL1 1BN
The Occupier, Flats 1 – 24, 270 – 272 High Street, Slough, SL1 1NB

Site Notice and Press Notice placed.

The consultation period expires on 2nd May 2014. At the time of writing this report, no objections had been received, however if any objections are received before the Meeting, these will be reported on the Amendment Sheet.

6.0 Consultation

6.1 Transport & Highways

This is a proposal to construct an additional 12 flats in the town centre on top of an existing office building that has already received permitted development consent for conversion to 24 flats. On the Ground floor of the building is an existing restaurant (Nandos).

Trip Generation

12 one bedroom flats are being created which will lead to an additional 64 person trips per day.

Car Parking

No car parking is being provided which accords with the minimum parking standards as set out in the Slough Local Plan. However there will need to be either a s106 obligation (preferably) or planning condition preventing future occupiers from being eligible for applying for car parking permits on-street in any existing or future residents parking zones. This would not prevent a resident from a purchasing a car parking permit in a town centre car park.

Cycle Parking

Under Slough Local Plan parking standards the developer is required to provide a minimum of one space per flat. Given that there is no car parking provided then the cycle parking should be of a high quality provision. The store proposed is too small. It assumes that bikes measure only a metre in length when they measure 1.8m.

The cycle store must be enclosed, covered and secured in a well overlooked and accessible location. Ideally the cycle store should be subdivided internally to achieve independently lockable cycle store units (similar to greyhound traps). For internally provided cycle parking the cycle stands such as Sheffield must be located where they are 550mm clear of any wall and 900mm between each cycle stand. (Manual for Streets fig 8.5&8.6).

The proposed store will only be able to accommodate a maximum of 4-6 bikes when a minimum of 12 is required.

The bike store is also located in area which does not benefit from good security as members of the public can easily access the area. The store opens out into the delivery and service area for restaurant use and therefore from a health and safety perspective it is not an appropriate area to site a cycle store.

Taking account of these issues I have suggested that the developer makes a contribution of £10,000 to fund a cycle hire docking station with a minimum of 4 bikes, so that this could be provided on Grove Road outside of the development, as this would better provide provision for cycling for residents than the substandard store in an unsafe location as currently proposed.

Refuse

No information has been provided as to where the refuse and recycling bins are sited for the 24 permitted development flats. As there are another 12 flats that require refuse and recycling storage one would expect one large refuse store for all the flats. Just four bins have been proposed for refuse and recycling and this is clearly insufficient for the 36 flats. If the 4 bins are just for the 12 flats then they would be sufficient. However the bin store is not large enough for bins to be manoeuvred in and out of the doors nor is it large enough for residents to be comfortably place their waste in the bins, as the corridor space is just 0.6m wide.

No provision has been made for commercial waste. The commercial waste bins

are currently stored in the covered service area, but now that a new residential use is being proposed the commercial waste needs to be stored in a store so that there is clear separation between residential and commercial otherwise there will be a risk from contamination.

It is not clear from the proposed plans which of the two entrance lobbies residents will emerge from. If it is from the main entrance lobby, which it would appear to be so, then the walk distance between the proposed refuse store and the entrance is 40m this exceeds the maximum 30m walk distance as set out by Manual for Streets 6.8.9. The 40m walk distance is an unacceptably long and may encourage residents to dump waste in on-street refuse bins and this is unacceptable.

Door Opening Over Public Space

I note on the plans that there is a door from the yard opening onto Grove Road. This is unacceptable as it poses a safety risk and hazard to pedestrians on Grove Road and will need to be changed to either an inward opening door or if it is a fire door it will need to be set back within the building.

Recommendation

This application should be refused for the following reasons:

The development fails to provide cycle parking in accordance with adopted Slough Borough Council standards and therefore does not comply with the Council's Integrated Transport Strategy and is therefore contrary to Slough Borough Council Local Plan Policy T8.

The development fails to provide refuse storage in accordance with the standards set out in the Slough Borough Council Developers Guide Part 4 Refuse and Recycling Storage.

If the applicant is able to overcome the issues described above with a satisfactory solution, subject to the submission of further plans then I may be willing to withdraw my recommendation of refusal. In this case the following conditions would be applicable.

Conditions

1. 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.

2. 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

3. No development shall be begun until details of the refuse stores (including location, housing and store dimensions have been submitted to and approved in writing by the Local Planning Authority. The refuse stores 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 and convenient refuse storage available at the site in accordance with the Developers Guide Part 4 Refuse and Recycling Storage.

Informatives

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.

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.

6.2 Thames Valley Police Crime Prevention Design Adviser

Although there are no police objections to this application there are still some concerns over the potential crime risk from its location within the town centre. Slough High Street does suffer from a high level of crime and anti social behaviour as can be expected in a large, busy town centre. The main office block conversion to 24 flats has already been permitted but the below advice is applicable to this as well and if implemented would make for a more secure and

safer development resulting in a better quality of life for the residents.

Access Control - The communal entrances to the block should form a line of defence acting as a physical barrier to access for outsiders and in this case should be fitted with an access control system with an electronic lock release with audio and video verification linked to the flats. Communal door entry systems prevent casual intrusion by offenders into the block, where they can break into unoccupied flats during the day without being seen and they also act as a line of defence against bogus callers.

I can't see any detail in the application as to how mail will be delivered but the normal procedure would for there to be a bank of mail boxes in the entrance foyer. Tradesman buttons are no longer acceptable and must not be used.

These are now required to be operational for much of the day which negates the security benefit of the access control and leaves the flats very vulnerable to crime. The local Royal Mail sorting office will accept a fob to allow them access for mail delivery.

Door Security - Key to the security of this development and the well being of residents will be the physical standard of the doors.

The communal entrance doors, and the individual flat doors should be security tested to BS PAS24 and any glazing within or immediately adjacent should include a laminate pane.

These are the minimum entry level security standards for the Secured by Design scheme. Continuing national research shows that Secured by Design developments suffer at least 50% less burglary, 25% less vehicle crime and 25% less criminal damage and help to provide safe and secure environments.

New External Fire Escape – The above standards are particularly important here as this is situated in a rear street which will be quiet at night with little formal or informal surveillance. Inferior standard doors could quickly be forced or damaged exposing the whole block to anti social or criminal behaviour.

If this proposal is permitted on this site then I would request that consideration be given to imposing a condition on the applicant to ensure that it is built to the Secured by Design physical standards.

The following condition has previously been tested and approved by the Planning Inspector at appeal and is suggested as a template for this application:

Condition

No development shall commence until details of the measures to be incorporated into the development to demonstrate how compliance with Secured by Design Part 2 (physical security) will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received writing confirmation of the Secured by Design Part 2 (physical security) being awarded.

Reason

In the interests of the safety, crime prevention and amenity of future occupiers of the development.

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 the National Planning Policy Framework (NPPF) para 17 – re high quality design and para 58 – re function and designing against crime and fear of crime, The National Planning Practice Guidance para 10,11 and Secured by Design principles.

6.3 Land Contamination Officer

Not consulted on the current planning application, but provided comments on the previous prior notification application as follows:

“Since there are no potentially contaminative historical land uses recorded at this site, and the residential use is not proposed for the ground floor, I do not have any objection to this in terms of land contamination”.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework (NPPF) & Planning Practice Guidance

Slough Local Development Framework Core Strategy (2006 – 2026)
Development Plan Document December 2008

Core Policy 1(Spatial Planning Strategy),
Core Policy 3 (Housing Distribution),
Core Policy 4 (Type of Housing),
Core Policy 8 (Sustainability & the Environment).
Core Policy 12 (Community Safety)

Adopted Local Plan for Slough 2004

Policy H7 (Town Centre Housing}
Policy H11 (Change of Use to Residential)
Policy H14 (Amenity Space)
Policy S12 (Change of Use from A1 to A3)
Policy EN1 (Standard of Design)

7.2 The Principle of Housing Design & Street Scene Impact Impact on Neighbouring Occupiers Quality of Housing Access Servicing & Parking Amenity Space Designing Out Crime

8.0 The Principle of Development

8.1 In its overarching Core Principles the National Planning Policy Framework encourages the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value. Local planning authorities should ensure deliverance of a wide choice of high

quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

- 8.2 Core Policy 1 requires that all development complies with the Spatial Strategy to include proposals for high density housing to be located in the appropriate parts of Slough Town Centre.
- 8.2 Core Policy 4 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, reaffirms that high density housing should be located in Slough Town Centre.
- 8.3 No objections are raised the principle of development in relation to the National Planning Policy Framework nor Core Policies 1 and 4 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008

9.0 Design and Street Scene Issues

- 9.1 The Core Principles of the National Planning Policy Framework requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states 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.
- 9.2 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that:

All development will:

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area.

- 9.3 Policy H13 (Backland/infill Development) of the Adopted local plan states: Proposals for small scale infilling, including backland development, will not be permitted unless they comply with all of the following criteria:
the type, design, scale and density of the proposed new dwelling or dwellings are in keeping with the existing residential area;
appropriate access, amenity space and landscaping are provided for the new dwellings;
appropriate car parking provision is made in line with the aims of the integrated transport strategy;
the scheme is designed so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas;

the proposal is not located within a residential area of exceptional character; and
f the proposal optimises the potential for more comprehensive development of the area and will not result in the sterilisation of future residential land

9.4 Policy EN1 (Standard of Design) states:

Development proposals are required to 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.

These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.

9.5 The proposals to externally clad the building and replace the existing fenestration, can only add to the quality and appearance of the existing building which is looking very tired and out dated. These external works will also compliment similar treatment which has been undertaken to the upper stories of the converted residential scheme abutting the site at 270 – 272 High Street.

9.6 The proposed extension at first and second floors above the existing offices fronting the service road follows the footprint of the existing building and will be finished in the same external materials as the rest of the building.

9.7 The existing extraction flue which serves the ground floor restaurant will require re-siting and this is being designed into the new scheme with amended plans to be submitted.

9.8 No objections are raised on grounds of design or street scene impact subject to an appropriate condition covering external materials and amended plans being submitted to show a re-siting of the existing extraction flue, in accordance with guidance in the NPPF, Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 nor Policy EN1 of the Adopted Local Plan for Slough 2004.

10.0 Impact on Neighbours

10.1 The overarching Core Principles of the NPPF state that: Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

10.2 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006

– 2026) Development Plan Document December 2008 states that: All development will respect its location and surroundings.

- 10.3 Policy H13 of the Adopted local Plan for Slough states: the scheme is designated so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas. Policy EN1 states that : Development proposals must be compatible with and/or improve their surroundings in terms of relationship to nearby properties.
- 10.4 The main issues identified relate to the potential impacts upon the occupiers of the rear flats within the neighbouring block at 270 – 272 High Street, window to window separation distances within the development itself and the re-siting of the extraction flue.
- 10.5 Within a 45 degree arch, the separation distances between the rear of the closest habitable room windows within the rear elevation of the flats at 270 – 272 High Street and the nearest north facing second and third floor flats within the extension, fall short of the Council’s normal requirements for a minimum of 15 metres. However, given the existence of an external stair serving the existing neighbouring flats at 270 – 272 High Street, coupled with the proposed enclosed stair serving the proposed flats, this is effectively negated.
- 10.6 A window to window separation of only 13.5 metres is achieved between the north facing habitable windows within the second and third floors of the proposed extension and the entrance corridor serving those flats to the north which have prior approval. The same issues also arise at first floor level. A minimum separation distance of 18 – 21 metres is normally required to ensure no loss of privacy/amenity. To address this issue it is proposed that the existing windows serving the south facing corridor be obscurely glazed and an appropriately worded condition will be imposed.
- 10.7 At present the existing extraction flue extends from the rear of the building and across the flat roof and then vertically to protrude above the third floor. The construction of the extension will necessitate a re-siting of the flue and care will need to be taken to ensure that it impacts minimally upon the amenity and outlook of both existing occupiers within the neighbouring flats at 270 – 272 High Street and the future occupiers of the flats within the development itself. Amended plans have been requested to show the re-siting of the flue. This will be reported on the Amendment Sheet.
- 10.8 Subject to the imposition of appropriate conditions and submission of amended plans, no objections are raised on grounds of adverse impact on neighbours in relation to the NPPF, LDF Core Strategy or the adopted Local Plan.

11.0 Quality of Housing

- 11.1 This assessed against the following criteria: Aspect, Daylight and Sunlight and Room Sizes.

Aspect

11.2 The 2 no. flats on each of the second and third floors with a northern aspect looking into the “courtyard” have a limited aspect looking to the rear of the existing building onto High Street with a separation distance of between 13.5m and 16.5m. However, this is a high density residential development scheme within the town centre where some flexibility is required in the application of normal standards and guidelines.
Whilst a similar scenario exists at first floor level, this relates to a prior approval notification and is outside the scope of this application.

11.3 The remainder of the flats which are the subject of this application have a good aspect either with a southerly view over the rear service road or westerly view onto The Grove.

Daylight & Sunlight

11.4 Some concerns have been expressed about levels of daylight and sunlight in relation to the flats as described in paragraph 11.2 above and whether or not those flats meet the BRE guidelines. The applicant has advised that a daylight/sunlight study is to be commissioned to consider these issues in relation to the 4 no. flats in question. It is considered that the remaining flats within the development would receive adequate day light and sunlight, necessary to meet the BRE requirements.

Room Sizes

11.5 The bedroom within 6 no. of the flats falls below the Council’s guidelines for flat conversions which is used as a guide to minimum room sizes. The applicant has been advised of the issue and is proposing to submit amended plans aimed at addressing this issue. All other rooms comply with the Council’s guidance.

12.0 Transport, Highways & Parking

12.1 Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states that:

Maximum restraint will be applied to parking for residential schemes within the town centre.

12.2 Policy T2 of the Adopted local Plan for Slough 2004 states:
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.

12.3 Members will be aware that a report was submitted to the previous Meeting of Planning Committee which covered car parking policy within the Town Centre. That report sought to re-inforce the current policy for car parking in Slough, that being that there is continuing need to apply some restraint to the amount of parking provided for new flats in the town centre and the overall supply of parking as a whole. Some refinement of the policy could be considered to ensure that the policy does not impact upon the quality or type of residential accommodation that is being provided.

- 12.4 This is a car free scheme which in total will provide a total of 36 no. flats, although 24 no. of which have been secured through the prior approval process.
- 12.5 The main issues identified relate to the provision of secure cycle parking and bin storage (including travel distances), although these issues are confined only to the 12 no. additional flats which are being proposed as part of this application.
- 12.6 The plans submitted show insufficient parking for 12 no. cycles and the proposed bin store does not work. Amended plans have been sought which are also required to show bin storage for the ground floor commercial scheme and travel distances which will comply with the maximum travel distances as required under the building regulations. Any amendments received will be reported on the Amendment Sheet.
- 12.7 The Council's transport and highways engineer has raised concerns that the applicant may not be able to provide high quality cycle parking on site and that a financial contribution should be sought to fund an extension to the bike hire scheme in Slough. This would involve the provision of a bike docking station and provision of approximately 4 no. cycles. This could be sited within the Grove, replacing the existing cycle stands that currently exist. In the event that an acceptable cycle parking provision can not be made on site then a financial contribution to wards the cost of the extension to the bike hire scheme will be sought through a S106 Agreement.
- 12.8 On the basis of the current submission concerns are raised as to the adequacy and quality of proposed cycle parking and refuse storage in relation to Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, Policy T2 of the Adopted Local Plan for Slough 2004 and the Council's Planning Guidance on Refuse and Recycling Storage for New Dwellings and as stated in paragraph 12.6 above further amendments have been sought to address these concerns.
- 13.0 Designing Out Crime**
- 13.1 The NPPF states that "decisions should aim to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion".
- 13.2 Core Policy 12 (Community Safety) of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states: All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.
- 13.3 Policy EN5 (Design and Crime Prevention) of the Adopted local Plan All development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Planning permission will not be granted unless all the following criteria have been adequately considered in drawing up a scheme:

limited number of access points;
provision of secure boundaries such as fences, walls or landscaping around private and public spaces;
well lit external areas subject to maximum natural surveillance without any potential hiding areas;
use of suitably robust materials; and
use of defensive landscaping to deter intruders.

- 13.4 Thames Valley Police have raised no objections to the proposals, but recommends the following condition:

No development shall commence until details of the measures to be incorporated into the development to demonstrate how compliance with Secured by Design Part 2 (physical security) will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received writing confirmation of the Secured by Design Part 2 (physical security) being awarded.

Reason

In the interests of the safety, crime prevention and amenity of future occupiers of the development.

To achieve the aims of the National Planning Policy Framework (NPPF) para 17 – re high quality design and para 58 – re function and designing against crime and fear of crime, The National Planning Practice Guidance para 10,11 and Secured by Design principles

- 13.5 No objections are raised on grounds of crime or fear of crime in relation to the NPPF, LDF Core Strategy or Local Plan.

PART C: RECOMMENDATION

14.0 Recommendation

Delegate to the Development Management Lead Officer for consideration of any substantive objections, resolution of outstanding issues relating to room sizes, daylight and sunlight, cycle parking and bin storage, possible S106 Agreement, finalising conditions and final determination.

15.0 PART D: LIST OF CONDITIONS OR REFUSAL REASONS

Set out below are the main heads for proposed conditions:

Time 3 Years

Approved Plans:

External Materials

Obscure glazing to south facing windows within existing building

Bin Store
Construction Management Plan
Construction traffic
Working Hours.
Cycle Parking
Future Occupiers to be excluded from applying for Residents Parking Permits
Noise Insulation
No flank wall windows
No access to courtyard roof other than for maintenance purposes

Informatives

1. 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.
2. 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.
3. 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.
4. 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.
5. 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. 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.