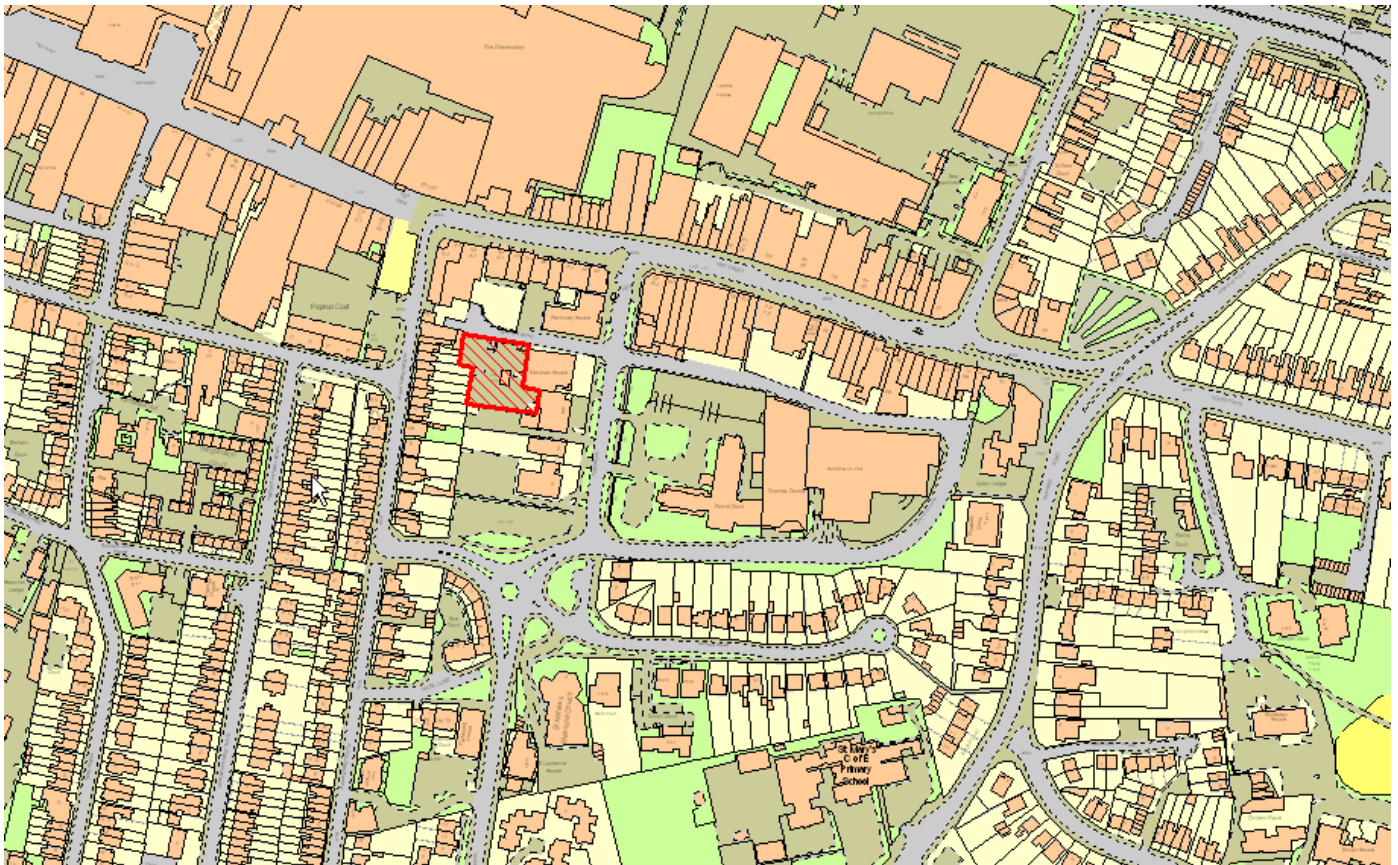


Registration Date:	12-Nov-2014	Applic. No:	P/00522/020
Officer:	Ian Hann	Ward:	Central
		Application type:	Major
		13 week date:	11 th February 2015
Applicant:	Investec Property Limited		
Agent:	Miss Stefanie Mizen, JLL 30, Warwick Street, London, W1B 5NH		
Location:	Bishops Road Car Park, The Grove, Slough, SL1 1QP		
Proposal:	ERECTION OF 5 STOREY BUILDING COMPRISING 19 RESIDENTIAL UNITS WITH ASSOCIATED LANDSCAPING AND AMENITY SPACE.		

Recommendation: Delegated to the Acting Head of Planning



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to Acting Head of Planning for the consideration of any outstanding consultation responses and negotiations on scheme viability and Section 106 contributions. In the event that the scheme viability and Section 106 contributions can not be agreed that the Acting Head of Planning is authorised to refuse planning permission.
- 1.2 This application is to be determined by the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the change of use of the existing car park serving Pechiney House to a residential scheme. The scheme would comprise:
- demolition and replacement of existing electric sub-station;
 - erection of a five storey building to comprise 19 no. flats (5 no. one bedroom 13 no. two bedroom and 1 no. three bedroom flats).
 - new access, cycle parking, refuse storage and landscaping.
- 2.2 The proposed building would consist of one block and would measure 25m deep by 22.5m (approx) wide. The building would consist of mostly five stories with a set down of three storeys at the western side, and would have a maximum height of 15.2m and has been designed with a flat roof.
- 2.3 The proposed building would be set away 4m from the northern boundary, 4 m from the southern boundary, 3m from the western boundary and 2m from the eastern boundary. Private amenity space is proposed via balconies and more public amenity space in the north west and south east corners of the site.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto Bishops Road leading to a lift and stair access providing access between the levels. Access to the cycle and bin store would also be from this entrance. No parking would be provided for the development.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:
- Planning Statement
 - Daylight and Sunlight Assessment
 - Sustainability Statement
 - Affordable Housing Viability Assessment
- 2.6 There is currently an application elsewhere on the Committee agenda for the extension and conversion of the neighbouring building at Pechiney House, which the Bishops Road car park used to serve and is in the same ownership but since the Bishops Road site has previously received planning permission to be developed for residential use are treated as separate units.

3.0 Application Site

- 3.1 The site is rectangular in shape with a small dog-leg in the northwest corner and another in the southeast corner of the site. The site is 34m deep and the road frontage is 35m wide.
- 3.2 The site was used as a car park for the nearby Pechiney House, which is located on the north

side of Bishops Road. There is an electrical substation building located roughly in the middle of the site. This would be relocated within the site as part of the scheme. Vehicle access to the site is currently via a barrier access located in the middle of the site frontage.

- 3.3 The site is adjoined by:
- three storey commercial/ office buildings (Meridian House and 6-8 The Grove) to the east;
 - the rear car park serving no. 6 - 8 The Grove to the south;
 - the rear gardens of two storey residential properties (12 to 20 Alpha Street North) and two storey commercial properties (4 to 10 Alpha Street) to the west; and
 - Bishops Road to the north.
- 3.4 Directly opposite to the site on the opposite side of Bishops Road is another car park. The frontage of that site is curved and projects slightly further to the south than the rest of the street. The site opposite forms part of a larger site known as Bishops Court, 238-244, High Street for which planning permission was granted on 03-Jan-2006 for CONVERSION OF UPPER FLOOR OFFICE ACCOMMODATION FROM OFFICES (B1) TO RESIDENTIAL (C3) AND CONSTRUCTION OF A FIVE STOREY BLOCK OF FLATS TO PROVIDE 28 NO TWO-BEDROOM AND 9 NO ONE-BEDROOM FLATS, WITH 15 CAR PARKING SPACES. The five storey block of flats would be built right up to the boundary of the site with Bishops Road, and would site directly to the north of the proposal site. A minimum separation distance of 11.6m is proposed between the front of the approved five storey block of flats and the proposed block of flats.
- 3.5 The site is located within the Slough Town Centre and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 Site History

- 4.1 Relevant applications for this site include:

P/00522/005 – ERECTION OF RETAIL STORE & OFFICE BLOCK WITH CAR PARKING AT LAND SOUTH SIDE OF BISHOPS ROAD. Approved with conditions on 19-Jun-1985.

P/00522/006 – ERECTION OF RETAIL STORE & OFFICES WITH CAR PARKING. (AMENDED PLANS DATED 29TH AUGUST 1985). Approved with conditions on 30-Sep-1985.

P/00522/017 – ERECTION OF A PREFABRICATED STORAGE UNIT. Approved (Limited Period Permission) on 26-Jan-1990.

P/00552/018 – CHANGE OF USE FROM CAR PARK TO RESIDENTIAL AND CAR PARK USE; DEMOLITION AND RELOCATION OF EXISTING ELECTRIC SUB-STATION; ERECTION OF PART FOUR/ PART THREE/ PART SINGLE STOREY BUILDING TO COMPRISE SIXTEEN NO. FLATS (SIX NO. ONE BEDROOM AND TEN NO. TWO BEDROOM FLATS), ON PODIUM AND SEMI-BASEMENT. BASEMENT TO CONTAIN TWENTY NINE NO. REPLACEMENT PARKING SPACES (INCLUDING ONE NO. DISABLED) FOR PECHINEY HOUSE; NEW ACCESS, CYCLE PARKING, REFUSE STORAGE AND LANDSCAPING. Approved with conditions on 22-Dec-2008

P/00552/019 – APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE AN EXTANT PLANNING PERMISSION FOR CHANGE OF USE FROM CAR PARK TO RESIDENTIAL AND CAR PARK USE; DEMOLITION AND RELOCATION OF EXISTING ELECTRIC SUB-STATION; ERECTION OF PART FOUR/ PART THREE/ PART SINGLE STOREY BUILDING TO COMPRISE SIXTEEN NO. FLATS (SIX NO. ONE BEDROOM AND TEN NO. TWO BEDROOM FLATS), ON PODIUM AND SEMI-BASEMENT. BASEMENT TO CONTAIN TWENTY NINE NO. REPLACEMENT PARKING SPACES (INCLUDING ONE NO.

DISABLED) FOR PECHINEY HOUSE; NEW ACCESS, CYCLE PARKING, REFUSE STORAGE AND LANDSCAPING AS APPROVED UNDER PLANNING PERMISSION P/00522/018 DATED 22ND DECEMBER 2008. Approved with conditions on 09-Sep-2011. This permission has not been implemented and has now expired. The current application is similar to the previous proposals in all respects and was previously approved by planning committee. The main differences relate to the submission of a site viability appraisal in relation to affordable housing contribution and the publication of the National Planning Policy Framework which strengthens the position of supporting sustainable development.

5.0 Neighbour Notification

- 5.1 P C Solutions, Pechiney House, The Grove
Pechiney (UK) Ltd, Pechiney House, The Grove
Dart Resources Group, Mda House, The Grove
Assets, Mda House, The Grove
M D A Computer Group Plc, Mda House, The Grove
Natwest, Natwest House, The Grove
3 D F X INTERACTIVE INC, 3dfx House 2-4, The Grove
4 The Grove
Fidelio Software, 6-8, The Grove
The Samaritans, 10, The Grove
Computer Systems For Business Ltd, 12, The Grove
D T M Europe Ltd, 12, The Grove
Amazon Co Uk Ltd, 1-9, The Grove

230 (Bar Verve), 230a, 230b, 232, 232a, 234, 236, 238 (Barlows Tractor International Ltd, Bishops Court), 240 (Alliance & Leicester Plc)

242, 244, 246, 248 (Manpower Plc, Beaufort House), 250, 252, 254, 256 (Orchard & Shipman), 258, 258-260 (Natwest, Natwest House), 302-308 (British Credit Trust, New Salisbury House) High Street

2 (Mabs Florist), 2a (J & E Mayne & Co Ltd), 4-6 (Crisps Electrical Ltd), 8-10 (Peter Stuart), 12, 14, 16, 18, 20, 22, 24, 26 (Alpha Arms) Alpha Street North

Kings Stables, 3/4, Osbourne Mews, Windsor, Berks, SL4 3DE

Notice placed on site

Notice published in local press

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet.

6.0 Consultations

6.1 Highways and Transport

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet. With regards to the previously approved scheme it was considered that there were no material traffic, road safety or highway implications and there were no objections to the proposals from a transport and highway perspective.

6.2 Archaeological advisor

This proposed development is of moderate scale. As the site lies within the northern extent of the

Taplow Gravels, it has the potential to produce prehistoric remains. However little archaeological investigation has taken place in the vicinity and it is therefore difficult to assess the levels of survival of any archaeological deposits that might be present. Given the level of impact of the proposals, the archaeological implications of the proposed development should be taken into consideration.

As the level of truncation of current and previous developments is unknown at this stage, Berkshire Archaeology would recommend a flexible programme of work to fit in with the assessment programme of the development. The results of geo-technical pits and boreholes, for example, can be used to inform a decision as to whether the level of impact is such that archaeological work, such as exploratory field evaluation, is appropriate or not. The following condition is recommended should permission be granted:

Condition:

No development may take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority. Reason:

The site is within an area of archaeological potential. A phased programme of archaeological work is required to mitigate the impact of development and record and advance understanding of any heritage assets that may be harmed or lost by the development.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework (NPPF) and technical guidance notes.

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. 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 functions.

Local Development Framework, Core Strategy, Development Plan Document

- Core Policy 1 (Spatial Strategy)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)
- Core Policy 12 (Community Safety)

Adopted Local Plan for Slough

- H9 (Comprehensive Planning)
- H10 (Minimum Density)
- H11 (Change of Use to Residential)

- H13 (Backland/ Infill Development)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)

7.2 The main planning considerations for this proposal are:

- The principle of the development
- The design and appearance/ impact on the street scene
- Impacts on nearby residential properties
- Living conditions for future occupants
- Traffic/ highway/ parking and servicing
- Contributions

8.0 Principle of the Development

- 8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below.
- 8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined Slough Town Centre and flatted development would be in accordance with these policies. This site is not a site that has been identified in the Council's Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has a 5, 10 and 15 year supply of dwellings and therefore any proposals that come forward have to be in accordance with the Council's approved and adopted policies.
- 8.3 Although these proposals would see the loss of a parking area this loss is considered to be acceptable considering the fact that the building which the car park serves has prior approval to be converted into residential accommodation for which parking is not required under the adopted parking standards nor can it be made a requirement under the prior approval regulations. The loss of parking would also comply with policy with regards to there being no increase in parking within the Town Centre.
- 8.4 Therefore the site is considered suitable for housing. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses.

9.0 Design and Appearance/ Impact on Street Scene and Surrounding Area

- 9.1 The National Planning Policy Framework confirms the following:

"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (para 56).

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment"

(Para61).

“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 functions” (Para 64).

“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).

- 9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of 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.
- 9.3 Policy EN1 of the adopted Local Plan states that 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 watercourses.
- 9.4 Bishops Road is a short cul-de-sac that runs parallel to the south side of High Street, Slough. The road is essentially a service road which provides access to the rear of nos. 230 – 256 High Street, Slough including some parking for those properties and Pechiney House which is situated on the north corner of Bishops Road and The Grove. The subject site is on the south side of Bishops Road and is used currently as a car park.
- 9.5 The site is adjoined to the east by the blank flank wall of a three storey office Meridian House and then part of the back wall of the L-shaped office building at no. 6-8 The Grove. There are a number of windows in the rear elevation of no. 6-8 The Grove. Pechiney House and Meridian House both have their main elevations facing towards The Grove.
- 9.6 The site is adjoined to the south by the projecting rear wing of the office building at no. 6-8 The Grove and the car park that serves no. 6-8. A close boarded wooden fence, approximately 1.6m high, exists along the southern boundary with the neighbouring car park.
- 9.7 The site is adjoined to the west by the rear gardens of the two storey terraced residential properties (12 to 20 Alpha Street North) and two storey terraced commercial properties (4 to 10 Alpha Street). A brick wall, approximately 2m high exists along the rear boundary with the residential properties (nos. 14-20). No. 4 Alpha Street North has a single storey rear extension that covers the whole of the rear of that site. Nos. 8 and 10 Alpha Street North have single storey outbuildings built adjacent to their rear boundaries. The rear wall of the residential property at no. 12 is approximately 2.5m high.
- 9.8 The proposed building has been designed as a five storey flat roof building fronting Bishops Road and the blank flank wall of Meridian House, stepping down to three storeys facing the rear boundaries of nos. 14 & 16 Alpha Street North.
- 9.9 Meridian House and the office building at no. 6-8 The Grove are both three storey office buildings with hipped roofs. Meridian House has office accommodation in the roof space with dormers.

The proposed five storey building with podium would therefore be slightly taller than both adjoining office buildings to the east although not significantly so and will not have a detrimental impact upon the character or appearance of the street scene. Likewise the building will not be overbearing or dominant on The Grove street scene.

- 9.10 The proposed building would be on the south side of Bishops Road and directly adjacent to residential properties on Alpha Street North. The building has been designed to step down along the western side boundary and would not appear noticeably taller than the two storey commercial and residential buildings on Alpha Street North. The main issue would be in terms of the impact on the living conditions of the adjoining residential properties. This is discussed further below.
- 9.11 The building has been designed in a modern style using clean lines. A mixture of cladding (primarily brick and cedar) is proposed to match Pechiney House together with the changes in fenestration to break up the mass of the building. Each of the apartments would have their own balcony and these would have glass balustrades. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre and in keeping with the character of the area.
- 9.12 Overall the design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene.

10.0 Impact on Residential Amenities

- 10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are 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 (Para 17).

- 10.2 Core Policy 8 states *“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 ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.*
- 10.3 Policy EN1 of the Local Plan requires that *“Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c) massing/Bulk, d) layout, e) siting, f) building form and design, g) architectural style, h) materials, i) access points and servicing, j) visual impact, k) relationship to nearby properties, l) relationship to mature trees and m) 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.”*
- 10.4 The west boundary of the development site adjoins the rear gardens of residential properties on Alpha Street North (nos. 12 – 20). The proposed development on this side would be three stories at a height of 9m. A brick boundary wall of approximately 2m high runs along this boundary.
- 10.5 The proposals could be considered to be visually prominent, although it is considered unlikely that a refusal of the proposal on this ground alone would be sustained at appeal, particularly as:
- this is a town centre site where the Council policy is for high density housing,
 - given the separation distances being achieved between the proposed building and the rear of the Alpha Street properties (22m),

- 10.6 The proposed flats would maintain a separation distance of approximately 22m from the rear main walls of those dwellings, which is considered reasonable.
- 10.7 The proposal has been checked against the BRE guidance for impacts on sunlight and daylight access. The results show that the proposed scheme would have an impact on daylight for 1 window in the neighbouring property although impact is minimal at 20.8% compared to the acceptable limit of 20% and sunlight access for three windows which are not main habitable room windows. It is considered given the limited number of impacts in terms of daylight and sunlight a refusal on the grounds of significant loss of daylight and sunlight is considered unlikely to be sustained at appeal.
- 10.8 For the reasons set out above, the proposal is considered not to have a detrimental impact on the living conditions of the existing occupants of the adjoining residential properties on Alpha Street North and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1, which require that development be of a high quality design which respects its surroundings and the amenities of adjoining occupiers.

11.0 Living Conditions for Future Occupants

11.1 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:

“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;6*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure and*
- *widening the choice of high quality homes.” (Para 9).*

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73).

- 11.2 Core Policy 8 states *“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....*

Internal Living Space – room sizes and layout

- 11.3 The proposal has been assessed against the Council’s Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats. The guidelines set out minimum room sizes. Four of the bedrooms would fall below the required standards with two 0.64 sqm below the standard with the other two 0.53 sqm below the standard. Therefore most of the rooms comply with the minimum room standards and it would not be reasonable to refuse the application based on the minimal shortfall of the size of four bedrooms. Therefore the room sizes of the flats are considered to be acceptable.
- 11.4 In terms of layout, the units would be accessed off a common lobby/ common hallways with lift and stair access providing access between the floor levels. The units have been stacked

so as to be compatible with one another. All of the units would have kitchens with their own source of external light, or with the open plan layout the kitchens would receive light from the adjacent living rooms. As such, this is considered acceptable. All of the living rooms and most of the primary bedrooms would have direct access onto private external balconies.

Amenity Space

- 11.5 The proposal is for a mix of one, two and three bedroom flats. Some of the flats would be able to accommodate up to four persons.
- 11.6 It is proposed that each of the units would have their own private balcony and that a common private amenity space would be provided.
- 11.7 The proposal would fall below the level of amenity space normally sought for one, two and three bedroom flatted schemes, as set out in the Council's guidance. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
It is considered that as each of the units would have their own private balcony and as additional communal space is proposed this would constitute an acceptable level of provision for this town centre site.

12.0 Traffic and Highways Issues

- 12.1 The NPPF states that :

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

- 12.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:
- Reducing the need to travel;
 - Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
 - Improving road safety; and
 - Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

- 12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 12.4 The site has a total of 41 parking spaces on it at present. Under the proposal these spaces would be lost and there would be no on-site parking provision is being proposed for the residential units. This complies with the Local Plan where nil parking is considered acceptable within a town centre site. Furthermore planning permission has previously been granted for the change of use of the site from a car park into residential use and therefore the principle of loss of parking on this site has already been accepted.
- 12.5 Secure cycle parking provision is required at a ratio of 1 secure space per flat (i.e. 19 spaces). Whilst a cycle store has been shown at ground floor level it does not detail how many spaces would be provided and this can be dealt with by way of a condition.
- 12.6 The proposal is considered to comply to Core Policy 7 and will have no detrimental impact on highway safety.

13.0 Contributions

- 13.1 The proposal is just over the 15 unit threshold and therefore provision for affordable housing is required. The viability statement that has been submitted states that no sums would be available for these contributions and this is currently being considered with the Council's Asset Management advisors with further negotiations ongoing to secure a commuted sum for affordable housing on site. The statement that has been submitted covers both this and the adjacent Pechiney House site as they are both in the same ownership, which is not an uncommon practice when development viability is considered and progress will be reported on the Committee Amendment Sheet. In the event that this matter remains outstanding at the time of the Committee, Members agreement is sought that the application be delegated back to the Acting Planning Manager either for refusal or for further discussions.

14.0 Summary

- 14.1 The site occupies a sustainable location within the Town Centre Commercial Core Area which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to a sustained regeneration of the eastern end of the High Street and contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of seeking to concentrate higher density flatted schemes within the Town Centre area.

15.0 PART C: RECOMMENDATION

- 15.1 Delegate the planning application to Acting Head of Planning for the consideration of any outstanding consultation responses and negotiations on scheme viability and Section 106 contributions. In the event that the scheme viability and Section 106 contributions can not be agreed that the Acting Head of Planning is authorised to refuse planning permission.

PART D: LIST OF CONDITIONS AND INFORMATIVES

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

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

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

Drawing No. 032/002/100, dated Oct 2014, received 08/10/2014
Drawing No. 032/002/110 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/111 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/112 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/113 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/114 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/200 A, dated Jan 2014, received 12/11/2014
Drawing No. 032/002/201, dated Jan 2014, received 12/11/2014

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the policies in The Local Plan for Slough 2004.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implemented in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

4. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the type, density, position and planting heights of new trees and shrubs along the rear boundary. All new trees along the western boundary shall be semi-matures.

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

REASON To protect the amenity of residents to the rear of the site and in the interests of the visual amenity of the area.

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

REASON To ensure the long term retention of landscaping within the development.

6. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

7. No part of the development shall commence until details of the secure cycle store have been agreed in writing by the Local Planning Authority and shall be constructed in accordance with the approved details and maintained thereafter.

REASON To provide sufficient infrastructure to allow convenient and accessible cycle parking to be provided on site to comply with the requirements of the Local Plan.

8. No part of the development shall be occupied until the details of the controlled entry to the residential scheme have been submitted to and approved in writing by the Local Planning Authority. The controlled entry shall be implemented in accordance with the approved details and maintained thereafter.

REASON To ensure the security of the future occupants of the development.

9. No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site.

10. No development may take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority.

REASON The site is within an area of archaeological potential. A phased programme of archaeological work is required to mitigate the impact of development and ensure preservation 'by record' of any surviving remains.

11. Vehicle wheel cleaning facilities shall be provided and used at the site exit for the duration of the demolition and construction period in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site.

REASON In the interests of amenity of nearby residents and highway safety.

12. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

13. For the duration of demolition and construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

14. For the period of demolition and construction, works which are audible at the site boundary shall only be carried out between the hours of 8.00 and 18.00 Monday to Friday, on Saturdays between the hours of 8.00 and 13.00 and at no time on Sundays or Bank Holidays.

REASON To safeguard the amenities of neighbouring occupiers.

15. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site.

16. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area.

17. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
 - (b) Minimise the pollution potential of unavoidable waste;
 - (c) Dispose of unavoidable waste in an environmentally acceptable manner;
 - (d) Have been submitted to and approved in writing by the Local Planning Authority.
- The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area.

18. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours 0800 to 1800 hours Mondays - Fridays, 0800 - 1300 hours on Saturdays and at no time on Sundays and Bank/ Public Holidays.

REASON In the interests of the amenities of the area.

19. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Submission Document, November 2007.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.