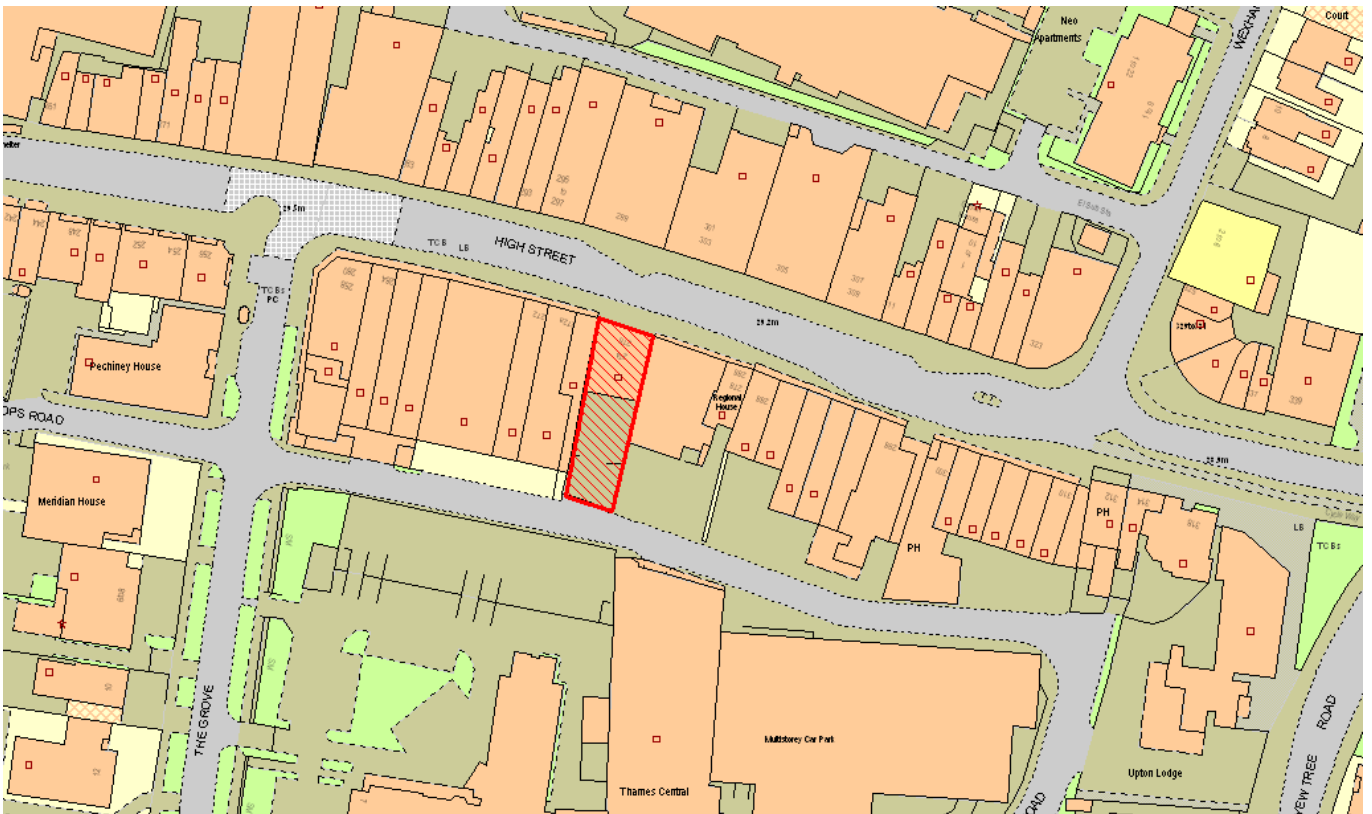


<b>Registration Date:</b>	05-Feb-2015	<b>Applic. No:</b>	P/01412/012
<b>Officer:</b>	Ian Hann	<b>Ward:</b>	Central
<b>Applicant:</b>	c/o Agents	<b>Applic type:</b>	Major
<b>Agent:</b>	Mr. Neil Oakley, Danks Badnell Architects Ltd KINGS STABLES, 3-4 OSBORNE MEWS, WINDSOR, BERKS, SL4 3DE	<b>13 week date:</b>	7 <sup>th</sup> May 2015
<b>Location:</b>	Sapphire Court, 274-276, High Street, Slough, Berkshire, SL1 1NB		
<b>Proposal:</b>	ERECTION OF ADDITIONAL FLOOR AND FIVE STOREY REAR EXTENSION TOGETHER WITH ELEVATIONAL CHANGES AND CHANGE OF USE OF UPPER FLOORS TO RESIDENTIAL ACCOMMODATION COMPRISING A TOTAL OF 12 FLATS (9NO X 1 BED AND 3NO X 2 BED). ALSO GROUND FLOOR REAR EXTENSION.		

**Recommendation:** Delegate to Planning Manager



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to Planning Manager for the consideration of any outstanding consultation responses, any minor design changes, finalising conditions and final determination.
- 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 extension and refurbishment of the existing building into a residential building. The scheme would comprise:
- Erection of an additional floor and five storey rear extension to allow for the conversion of the upper floors of the building to provide 12 no. flats (9 no. one bedroom and 3 no. two bedroom).
  - Changes to the fenestration and fascia of the building.
  - Single storey rear extension to the commercial element of the building.
  - Provision of cycle parking and refuse storage.
- 2.2 The addition of a new floor making the building 5 stories in height, although the top floor will have a reduced floor print (approximately 16m by 11m). The maximum height would be approximately 16m with a set back so that it is not as visible from street level. The building has been designed with a very shallow, almost flat roof.
- 2.3 A new five storey rear extension at a depth of 5m would be provided to provide the accommodation together with a 13m deep single storey rear extension to increase the shop floor area. New windows would be provided in the front and rear elevations together with balconies and new cladding / glazing would be used to modernise the appearance of the building.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto High Street leading to a lift and stair access providing access between the levels. Access to the bin store and cycle store would be from the rear of the property. Two parking spaces would be provided for the retail element of the building.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. A Design and Access Statement has also been submitted.
- 2.6 There is currently an application elsewhere on the Committee agenda for the extension of the building and conversion into residential accommodation of Salisbury House which is situated at 300-310 High Street and in close proximity to the application site.

### 3.0 **Application Site**

- 3.1 The site is roughly rectangular shaped with a maximum depth of 38m and a road frontage of 13m and currently contains a four storey building with a retail use at ground floor and office uses above with parking to the rear accessed from Hatfield Road.
- 3.2 The site is located to the south of the eastern end of the High Street.
- 3.3 The site is adjoined by:
- A four storey building with commercial uses at ground floor and residential above to the east;
  - Hatfield Road with large eight / nine storey office building beyond to the south;
  - A four storey commercial building to the west.
- 3.4 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 Planning permission was granted for the current building in October 1984 (P/01412/002) and further applications to change the use of the ground floor of the building from retail to office use was approved in November 1986 (P/01412/003). Permission was later granted in March 1989 relaxing the condition attached to the previous permission making it a personal permission (P/01412/007).
- 4.2 Planning permission was granted for the redevelopment of the site to include the erection of a 5<sup>th</sup> floor and the conversion of the floors 1 to 5 into 9 No. x 1 bedroom flats and 3 No. x two bedroom flats with changes to the elevations in December 2007 (P/01412/008) and for which the time limit to commence works was extended in November 2011 (P/01412/008). An application to amend the scheme was been approved in August 2011 (P/01412/011) but has now expired.

### 5.0 **Neighbour Notification**

- 5.1 270, 272, 272a, 278-286, Flats 1 to 16, Regional House 278-286, Flats 1- 8 and Units 1-8 Royal Shopping Centre 299, 301, 303,  
High Street, Slough

Patriot Court, 7, Hatfield Court, Slough

Site notice displayed 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.

## **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)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN2 (Extensions)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)

Annex 1 to the NPPF states that for 12 months from the day of publication, decision

takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with this framework. Slough Borough Council adopted a “Composite” Plan which will bring all of Slough’s current planning policies into a single document with a “Self Assessment” of Slough planning policies in terms of their compliance with the National Planning Policy Framework.

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 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 is within the defined Slough Town Centre and flatted development would be in accordance with these policies. This site has not been identified in the Councils 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 Councils approved and adopted policies.

8.3 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 The proposed additional floor to the existing building would result in the building being a five storey flat roof building fronting High Street, with the top floor being recessed from the frontage.
- 9.5 The buildings facing the High Street have various heights from two to 10 stories in height with the immediate neighbouring buildings being at four stories with one having a recessed fifth floor. These application proposals will see the introduction of a new floor that is recessed from the front of the building so that it will retain its mass and bulk when viewed from High Street. The additional floor would however be visible from Hatfield Road to the rear but would not look out of context with the surrounding buildings and would not look overly large or bulky from this area. Furthermore the massing and bulk of the proposals would be the same as that previously approved. The proposed ground floor rear extension would not have an adverse impact upon the character and appearance of the surrounding area as it will come to the same depth as the extension at 278-286 High Street and will not be as long as the extension at 272A – 272 High Street and many properties along Hatfield Road at the rear of the site have been extended in a similar way. It is therefore considered that the proposed additional floor and extensions would not have any detrimental impact upon the character or appearance of the street scene.
- 9.6 The application building is the south side of High Street and is of similar design to the existing building when viewed from High Street, with the recladding of the

building improving the current tired appearance of the building. The rear of the building will change in its appearance with the provision of balconies and additional cladding but would not have any detrimental impact upon the character of the rear where there is no uniform design to the buildings and is the same as that which was previously approved. It is therefore considered that the design is in keeping with the existing building and the prevailing character of the area.

- 9.7 The building will be clad with a light grey cladding which would be in keeping with the surrounding area and would update the tired appearance of the building while not being dissimilar to other schemes approved in the town centre and is considered to be acceptable and in keeping with the character of the area.
- 9.8 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 proposed development will see the increase in the height of the building but this will not result in any additional overlooking or loss of light which may be considered to be detrimental upon the neighbouring properties.
- 10.5 The proposed rear extension will provide additional depth to the building. However only the balconies of the extensions would breach the 45 degree angle from the neighbouring properties and as these are open balconies with simple stainless steel railings this will not result in a loss of light or appear overbearing to the neighbouring properties. This would also be the same situation as that previously approved.

There are no side facing windows that would result in any loss of privacy. The proposed ground floor extension would not project beyond the neighbouring properties and therefore would not impact upon them.

10.6 For the reasons set out above, the proposal is considered not to have a detrimental impact on the amenity of surrounding properties 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;*<sup>6</sup>
- *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 rooms comply with these guidelines providing an appropriate form of accommodation.

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 habitable rooms and kitchens with their own source of external light, or with the open plan layout the kitchens would receive light from the adjacent living



rooms. Appropriate levels of light and outlook would be provided to the units.

### *Amenity Space*

- 11.5 The proposal would not have any private amenity space to units on the top floor and those facing the rear of the site. 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.

## 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 Under the proposal the site would have two car parking spaces for the commercial

use and none for the residential use. The Local Plan states that nil parking would be acceptable for residential development in a town centre location due to its sustainable location and proximity to other modes of transport. Therefore the provision of nil parking for the residential element of the scheme would be in accordance with the approved parking standards and is considered to be acceptable for such a sustainable location.

12.5 Secure cycle parking provision is required at a ratio of 1 secure space per flat (12 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 with Core Policy 7 and will have no detrimental impact on highway safety.

### 13.0 **Contributions**

13.1 In this case, although the applicant has applied for planning permission for 12 units this is below the threshold for when contributions could be sought for affordable housing, education or open space.

### 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.

## **PART C: RECOMMENDATION**

### 15.0 **Recommendation**

15.1 Delegate the planning application to Planning Manager for the consideration of any outstanding consultation responses, any minor design changes, finalising conditions and final determination.

## **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. 07/13/20, dated Jan 2015, received 03/02/2015

Drawing No. 07/13/21, dated Jan 2015, received 03/02/2015

Drawing No. 07/13/22, dated Jan 2015, received 03/02/2015

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 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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. 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.