

Registration Date:	27-Mar-2015	Applic. No:	P/16111/000
Officer:	Mr. J. Dymond	Ward:	Farnham
		Applic type:	Major
		13 week date:	26th June 2015
Applicant:	Mr. Taj Sangha, Mackenzie Homes (Farnham Road) Ltd		
Agent:	Mr. Phil Joyce, AKA Planning Riverbridge House, Guildford Road, Leatherhead, Surrey, KT22 9AD		
Location:	Land rear of, 102-104, Farnham Road, Slough, Berkshire, SL1 4YS		
Proposal:	Erection of a four storey building with under-croft comprising 14 residential flats together with associated car parking, refuse and cycle stores.		

Recommendation: Delegate to Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.

1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended to:

Delegate a decision to the Planning Manager for the signing of a satisfactory Section 106 Agreement (or unilateral planning obligation) as necessary; to agree any revised drawings; to consider any further observations from neighbours / consultees; to agree the outstanding matters referred to in the report; and to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the erection of a four storey building with under-croft comprising 14 no. residential flats together with associated car parking, refuse and cycle stores. Pre-application advice has been sought.

2.2 The building would accommodate 14 no. flats comprising 6 no. one bedroom and 8 no. two bedroom units at first, second and third floor levels.

3.0 **Application Site**

3.1 The site is located close to the junction with Farnham Road and Whitby Road.

3.2 The site of the proposed development was formerly used as a car park in connection with the office building now being converted to flats under permitted development. There would be 19 no. one bedroom and 20 no. two bedroom units within this converted building. This building comprises a three storey pitched roof L-shaped building. The car park is accessed via the shared access road off Whitby Road known as Melbourne Avenue.

3.3 There are a mixture of uses surrounding the site. The Centre, Slough Centre Nursery School and Northampton Place are located to the north of the site. To the east is Rotunda Club. To the south and west there are commercial units.

3.4 The site is located outside of Slough Town Centre and outside of Farnham Road District Centre.

3.5 The site is located within flood zone 1 and as such there would be a low probability of flood risk. The site is located outside of a Conservation Area. There are no listed buildings or protected trees in the immediate vicinity of the site.

4.0 **Site History**

4.1 Previous applications considered to be of relevance relating to former office building are as follows:

P/02627/006 RENEWAL OF EXISTING CLADDING AND FENESTRATION COMPRISING REPLACEMENT OF CURTAIN WALLING WITH 'ROCK PANEL' CLADDING SYSTEM AND OPERABLE WINDOWS.

F/02627/005 PRIOR APPROVAL FOR CONVERSION OF 1ST, 2ND AND 3RD FLOORS OF EXISTING BUILDING FROM OFFICES (CLASS B1(A)) TO RESIDENTIAL ACCOMMODATION (CLASS C3) INCLUDING 39 APARTMENTS

Prior Approval Not Required/Informatives 02-Jun-2014

5.0 **Neighbour Notification**

- 5.1 The Centre, Farnham Road, Slough, SL1 4UT, Slough Centre Nursery School, Buckingham Avenue East, Slough, SL1 3EA, Bankers Insurance Services, 117-119, Whitby Road, Slough, SL1 3DR, Burnham Garage Ltd, 87-89, Farnham Road, Slough, SL1 4UN, 65a, Whitby Road, Slough, SL1 3DP, Inspector Of Taxes District 1, Inland Revenue, 102-104, Farnham Road, Slough, SL1 4YS, Inspector Of Taxes District 2, Inland Revenue, 102-104, Farnham Road, Slough, SL1 4YT, Collector Of Taxes, Inland Revenue, 102-104, Farnham Road, Slough, SL1 4YR, 113, Whitby Road, Slough, SL1 3DR, Rotunda Youth & Community Centre, Northampton Avenue, Slough, SL1 3BP, Flat 1 - 57, Northampton Place, 82, Northampton Avenue, Slough, SL1 3FT, 63, Whitby Road, Slough, SL1 3DP, Hayward Services Ltd, 115, Whitby Road, Slough, SL1 3DR, Graham Builders, Unit 2, 91-97, Farnham Road, Slough, SL1 4UN, Norland Managed Services, 115, Whitby Road, Slough, SL1 3DR, Yoda Investments Ltd, 115, Whitby Road, Slough, SL1 3DR, Topps Tiles, Unit 1, 91-97, Farnham Road, Slough, SL1 4UN, Kwik-fit, Unit 4, 91-97, Farnham Road, Slough, SL1 4UN, Floors To Go, Unit 3, 91-97, Farnham Road, Slough, SL1 4UN, Managers Office, Northampton Place, 82, Northampton Avenue, Slough, SL1 3FT

In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site and the application has been advertised in The Slough Express.

- 5.2 No representations received.

6.0 **Consultation**

- 6.1 Environmental Protection

No comments received. Any comments received will be reported on the Committee Amendments Sheet.

- 6.2 Thames Water

No comments received. Any comments received will be reported on the Committee Amendments Sheet.

- 6.3 Crime Prevention Design Advisor

No comments received. Any comments received will be reported on the Committee Amendments Sheet.

- 6.4 Contaminated Land

No comments received. Any comments received will be reported on the Committee Amendments Sheet.

- 6.5 Transport and Highways

No comments received. Comments will be reported on the Committee Amendments Sheet.

6.6 Tree Officer

No comments received. Any comments received will be reported on the Committee Amendments Sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

National Planning Policy Framework and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document

Core Policy 1 – Spatial Strategy
Core Policy 3 – Housing Distribution
Core Policy 4 – Housing
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy H9 – Comprehensive Planning
Policy H14 – Amenity Space
Policy OSC15 – Provision of Facilities in new Residential Developments
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

Other relevant documents

Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)

Slough Local Development Framework Proposals Map

Slough Borough Council Developer's Guide Parts 1-4

Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)

Guidelines for Flat Conversions (April 1992)

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Relationship with and potential impact on neighbouring properties;
- 4) Amenity space for residents;
- 5) Parking and highway safety.

8.0 **Principle of Development**

- 8.1 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This policy requires that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.
- 8.2 Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. This states that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.
- 8.3 Given the location of the site, outside of Slough Town Centre, Core Policy 4 of the Core Strategy would therefore normally require the provision of family housing.
- 8.4 It is however acknowledged that the suitability of the site for the provision of family housing may be somewhat limited, given the relationship of the site to the Centre and the general character of the area.
- 8.5 The proposal is for the construction of 14 no. flats immediately next to a building currently being converted under permitted development. The number of flats proposed under the permitted development conversion is 39 no.
- 8.6 The proposed building is lower than the existing building and is of a smaller footprint. In this context, it is considered that the scale and density of the proposed development is related to the site's current or proposed accessibility, character and surroundings.
- 8.5 The total number of flats proposed, the mixture and size of units is considered to be acceptable in this location. The principle of the proposal is considered to be acceptable.

9.0 **Design and Impact on the Street Scene**

- 9.1 Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy requires that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.
- 9.2 The proposed building would be located to the north eastern corner of the site. The ridge height of the proposed building would be lower than that of the existing building. It is considered that the scale, massing and appearance would be acceptable and inkeeping with the character and appearance of the existing building and surrounding area.
- 9.3 With regard to proposed materials, these would be similar in appearance to the existing building and would comprise red facing brickwork together with white and grey cladding. These are considered to be acceptable.
- 9.4 The size, layout and stacking of the proposed flats is considered to be acceptable. It is considered that habitable rooms would have good outlook and aspect. A daylight and sunlight assessment has been undertaken. The results of the analysis show that future occupiers will benefit from good levels of lighting.
- 9.5 A landscaping strategy has been proposed which includes the retention of, and provision of new tree planting to the frontages to Melbourne Avenue. Additional planting is also proposed along the Farnham Road frontage. The proposal also incorporates security measures. This is considered to be acceptable.
- 9.6 The proposal is considered to be acceptable in design and street scene terms.

10.0 **Relationship with and Potential Impact on Neighbouring Properties**

- 10.1 It is considered that the main area for consideration in relation to the potential impact on neighbouring occupiers would be with respect to the potential impact of the proposed development on future occupiers of the flats within the building currently being converted under permitted development; and the potential impact on future development on adjacent sites.
- 10.2 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings.
- 10.3 **Impact on Future Occupiers of Converted Building**
- 10.4 The existing former officer building is currently being converted to flats under permitted development. Windows serving habitable rooms would face the proposed building.
- 10.5 The separation distance between the opposing elevations of the existing and proposed building would be 22 metres. A 21 metre separation distance would normally be sought in such situations. It is considered that the proposal would not likely have the potential to have an unacceptable adverse impact on future occupiers of the flats within the building currently being converted under permitted development in terms of loss of light, overshadowing or overlooking.
- 10.6 **Impact On Future Development On Adjacent Sites**
- 10.7 Policy H9 of the Adopted Local Plan for Slough states that a comprehensive approach should be taken in any residential development scheme to ensure that adjoining land which is capable of development is not sterilised.
- 10.8 The Council's Asset Management section have confirmed that Slough Borough Council as

neighbouring land owner of the Rotunda Club and The Centre have redevelopment proposals for land to the north and the east of the application site. They have objected to the proposal on the grounds of prejudicing efficient development on adjoining land to the east.

- 10.9 The applicant has sought to ensure that separation distances to the north and east have been maintained, as follows:
- The separation distance between the proposed development and the northern boundary would be 12.5 metres;
 - The separation distance between the proposed development and the centre line of Melbourne Avenue would be 10 metres.
- 10.10 It is understood that The Centre site is to be redeveloped to provide leisure uses. The car park to the east of the site, on the opposite side of Melbourne Avenue could potentially provide housing.
- 10.11 There are no windows proposed on the northern elevation of the proposed building and it is not considered that the proposal will have the potential to impact on the redevelopment of The Centre.
- 10.12 Turning to the relationship with the car park to the east, the applicant has maintained a separation distance of 10 metres to the centre line of Melbourne Avenue, on the understanding that any development on the adjacent car park would similarly have to maintain a reasonable separation distance in the interests of ensuring that their site is not adversely impacted and a comprehensive approach is taken.
- 10.13 As noted above, normally, a 21 metre minimum separation distance between primary elevations is required and it is considered that there is scope for this to be achieved and that adjoining land which is capable of being development would not be sterilised.
- 10.14 On this basis, it is considered that the proposed development would be acceptable and would comply with Core Policy 8 of the Core Strategy and the National Planning Policy Framework.
- 11.0 **Amenity Space for Residents**
- 11.1 Whilst the proposal does not include private amenity space, the applicant has indicated that they are agreeable to mitigation in the form of a contribution towards the enhancement of existing nearby public open space. Slough Borough Council Developer's Guide Part 2 sets out that a financial contribution in lieu of private amenity space can be sought in the case of high density residential schemes that have inadequate private amenity space.
- 12.0 **Parking and Highway Safety**
- 12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The application is supported by a Transport statement. The Council's Highway and Transport consultant has been consulted and comments will be provided on the Committee Amendments Sheet.

- 12.4 The proposed site access formed with Melbourne Avenue would be shared by both buildings as would the car parking area. The site would be provided with a total of 74 no. car parking spaces for the use of the proposed and converted blocks. 16 no. car parking spaces would be located within the proposed under-croft, the remaining spaces would be around the buildings.
- 12.5 A total of 74 no. car parking spaces are proposed to serve both the 39 no. units within the converted building forming part of the prior approval and the 14 no. units proposed. The applicant submits that this level of parking provision complies with the Council's parking standards. The table below has been provided to show the parking demand across the site:

Flat Size	No. of Units	Parking Standard	Parking Required	Parking Proposed
Proposed Scheme				
1 bed	6	1	6	6
2 bed	8	1.75	14	14
		Sub Total	20	20
Converted Block				
1 bed	19	1	19	19
2 bed	20	1.75	35	35
		Sub Total	54	54
		TOTAL	74	74

13.0 **Planning Obligations**

- 13.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

13.2 **Affordable Housing and Education**

- 13.3 On sites of 1 hectare or 25 dwellings or more, 30% of dwellings in a development shall normally be social housing to meet those in most need as defined by the Council. The Developer's Guide sets out that in the case of developments comprising 15 or more dwellings, a financial contribution for education would be sought for each dwelling.
- 13.4 The proposal is for the construction of 14 no. flats. This would fall below the normal 15 no. unit threshold where contributions for education and affordable housing would normally be sought. No affordable housing or education contributions are therefore required to mitigate the proposed development.

13.5 **Amenity Space**

- 13.6 A contribution per flat will be sought towards the improvement of public open space nearby the site.

13.7 **Highways and Transport**

- 13.8 The need for highways and transport contributions is under consideration and any comments regarding these matters will be reported on the Committee Amendments Sheet.

14.0 **Process**

- 14.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. Pre-application advice has been provided and amendments

have been undertaken to the proposed development. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

15.0 **Summary**

- 15.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations.

PART C: RECOMMENDATION

16.0 **Recommendation**

- 16.1 Delegate a decision to the Planning Manager for the signing of a satisfactory Section 106 Agreement (or unilateral planning obligation) as necessary; to agree any revised drawings; to consider any further observations from neighbours / consultees; to agree the outstanding matters referred to in the report; and to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

PART D: CONDITIONS

The following summary of conditions is proposed:

1. Commence within three years from the date of this permission
2. Approved plans and drawings
3. Samples of external materials
4. Landscape & boundary treatment
5. Secured by Design
6. Details of wall and floor sound insulation to be submitted
7. Details of the cycle parking provision to be submitted
8. Details of the proposed bin stores to be submitted
9. No future occupier of the flats hereby approved shall be entitled to a car parking permit
10. Details of electric vehicle charging points
11. Number of car parking spaces to be provided and made available for use
12. Car parking spaces shall only be used by residential occupiers and for no separate business or commercial use
13. Pedestrian visibility
14. Waste Minimisation Plan
15. Construction Management Plan
16. Drainage details
17. Land contamination
18. No impact piling shall take place until a piling method statement has been submitted
19. Hours of construction
20. Hours of deliveries
21. Minimum distance of gates from highway
22. Reinstate redundant crossovers
23. Details of access