

Registration Date: 09-Mar-2015  
Officer: Mr. Albertini

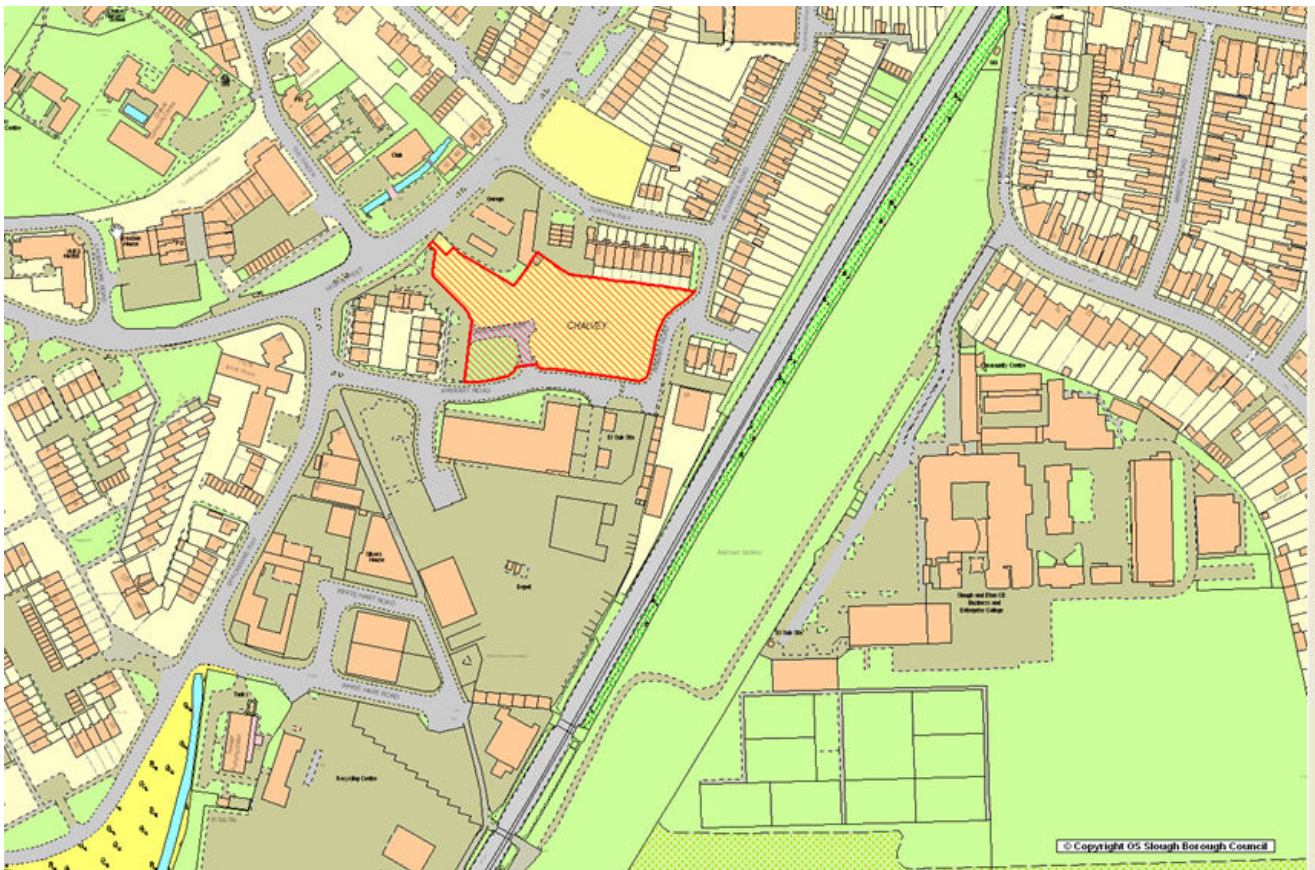
Applic. No: P/00322/019  
Ward: Chalvey  
Applic type: **Major**  
13 week  
date: **8<sup>th</sup> June 2015**

Applicant: Dr. Hemantha Kumar, The Bharani Medical Centre

Location: Greenwatt Way, Slough, Berkshire, SL1 3SJ

Proposal: Outline application for 60 extra care flats in a 4 storey building & full planning permission for a medical hub in a 3 storey building

**Recommendation: Delegate to Planning Manager**



## 1.0 **SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for completion Section 106 planning obligation.

### **PART A: BACKGROUND**

#### 2.0 **Proposal**

- 2.1 This is an outline planning application for a 60 extra care assisted living flats in a 4 storey building and a full planning application for a medical hub in a 3 storey building. The hub will be at the west, narrow, end of the site and the extra care flats at the east end next to Primary Road. Both will be accessed off the existing Greenwatt Way which in turn leads off Primary Road (which is off Spackmans Way).
- 2.2 The medical hub will be a doctors surgery but have capacity and flexibility to provide additional clinical services, minor operations and social services provision devolved from mainstream providers. It will have 8 consulting rooms plus 2 for health care assistants and 2 treatment rooms for minor operations. Total floorspace of the medical hub will be 1,260 sqm.
- 2.3 The entrance and reception area, which extends out at ground floor level, from the bulk of the building, is on the east end of the building. The rest of the ground floor is undercroft car parking for 17 staff plus cycle storage. 16 customer parking spaces are proposed mostly in a parking area between Greenwatt Way and Primary Road but in front of the hub building. The building is close to the adjacent petrol station boundary but turns its back on this site.
- 2.4 The flat roofed building will be finished with blue-grey brick at ground floor level with striped panels above. The main elevations will have a definite horizontal emphasis with the end elevations a vertical emphasis. The end elevations will feature a recess but will also project beyond the ground floor. Panel colour details have not been provided at this stage. The main south elevation will have a projecting bay at first floor level. At ground floor level a curved wall will encompass a projecting bay and the entrance area with the upper floors projecting out beyond it. Window patterns follow the vertical or horizontal emphasis and at lower level increase in size around the entrance area.
- 2.5 The extra care development will include day care and support services. It is designed to give the elderly and infirm an ability to extend their independent lifestyle whilst feeling reassured that care is immediately on hand. The building will include a restaurant, activity and social amenity spaces. 52 one bedroom and 8 two bedroom flats are proposed.
- 2.6 For this outline application the applicant wishes details of access, layout and scale (mass of the building) to be considered at this stage. Appearance and landscaping are to be Reserved Matters.
- 2.7 The U shaped building partly encloses a garden area on the south side over which some flats have an outlook. Communal and service spaces on the ground floor are mainly on the north side of the building with an entrance on the west side. Landscape areas are shown to the east and alongside part of the west wing.
- 2.8 The 4 storey building steps back above the ground floor on the elevation facing existing maisonettes to the north. Indicative information has been submitted to show how 60 units can be accommodated in the mass of the building and how windows relate to nearby homes in terms of overlooking. On the third floor, the building opens up for a potential roof garden with a conservatory corridor link. The building has a shallow pitched roof.

- 2.9 12 car parking spaces are provided off a service road at the west end of the building and linking to the enclosed service yard north of the building.
- 2.10 To support the application the applicant has submitted a design and access statement, transport assessment, flood risk assessment and ground investigation report. Regarding surface water the applicant has clarified that drainage will be by soakaway or similar on site involving clearance of contaminated soil.
- 2.11 The transport assessment concludes that the development will generate more peak hour trips but at such a low level there would be no detrimental impact on the adjacent road network. It also points out the sustainable location of the site being accessible by non-car modes of travel.

### 3.0 **Application Site**

- 3.1 This 0.52 hectare site has been vacant since demolition of the old Southern Electric office and depot a few years ago. To the west are 10 two storey homes built as zero carbon homes by SSE. Some of these homes face the site. Beyond, on the other side of Chlavey High Street, is the Working Mens Club. To the north of the proposed hub is a petrol station. To the north of the extra care flats are a three storey block of maisonettes and small garage court on Turton Way. The maisonettes have 6 metre gardens and first first floor balconies. To the east, beyond Primary Road, are 2 storey homes and an industrial unit of Alexandra Road to the south east. To the South is SSEs new office and depot. The site incorporates the grassed area at the entrance to Greenwatt Way.
- 3.2 The site is about a mile from the town centre and close to Chalvey shops and local facilities. There are some shrubs and small trees on the north boundary.
- 3.3 The west boundary of the site abuts Environment Agency flood zone 3 which is an area liable to flood. The ground investigation reports points out there is some contamination of the site but remediation is practical.

### 4.0 **Site History**

- 4.1 10 homes (and Greenwatt Way) on adjacent site approved Dec 2009 (P/00322/017).  
  
Outline permission for 48 homes Approved Sep 2009 (P/322/12) (this included the above 10 homes site)

### 5.0 Neighbour Notification

- 5.1 Turton Way 10 – 48 ev  
Alexandra Road 49 – 65 odd  
Greenwatt Way 1 – 10 inclusive  
High Street (Chalvey) Petrol Stn; 48, 50,52  
Primary Road; SSE
- 5.2 No observations received.

### 6.0 **Consultation**

#### 6.1 Traffic /Highways

Full comments to be on amendment sheet. Travel Plan needed to encourage non car modes of travel.

## 6.2 Environmental Protection

Comments to be on amendment sheet. Standard conditions expected.

## 6.3 Drainage

Highlights that connection to main sewer not practical but drainage on site is dependent upon soil being sufficiently decontaminated.

## **PART B: PLANNING APPRAISAL**

### 7.0 **Policy Background**

- 7.1 The Local Plan identifies this site as an existing business area. An exception to the policy of retaining business use has already been accepted by way of the previous outline planning permission for residential development and relocation of SSEs old office from the site. Use of part of the site for the medical hub is supported as this will provide an important local community facility. Development of the site is also supported to assist regeneration and improve the appearance of the area. This is in line with the Core Policy strategic objectives regarding regeneration and enhancing local community benefits.

### 8.0 **Transport and Access**

- 8.1 Greenwatt Way was designed to allow further development to take place so the access is acceptable. Pedestrians can access the site direct from High St. Chalvey via the end of Greenwatt Way just beyond the petrol station. The service road for the extra care development could potentially access a small Council owned site to the rear if that is incorporated into the application site in the future and not redeveloped independently off Turton Way.
- 8.2 A Travel Plan and associated financial contribution for monitoring will be needed to encourage non car modes of travel. This is intended to help mitigate the extra traffic generated compared to previously proposed residential scheme for the site. Any further issues or need for off site works or contributions etc. will be reported on the meeting amendment sheet.
- 8.3 The level of car parking proposed for the medical hub is acceptable 17 spaces for staff and 16 for patients. The location of the site is reasonably suitable for non car modes of travel. For the extra care flats it is assumed no residents would have a car. The 12 spaces provided are 3 spaces below the Council's published standards. Additional spaces have been requested. Adjacent to the site Primary Road, which is a cul de sac, might get used as for overflow kerb side parking space.
- 8.4 Cycle parking is in the secure undercroft parking area for the hub plus racks for patients near the entrance door. By condition cycle parking for the flats development will be required. Overall the proposal complies with Core Policy 7 transport.

### 9.0 **Design and Layout Matters**

- 9.1 The medical hub is 10 and 16 metres from the nearest Greenwatt Way homes but the orientation of the latter is such that there will be no significant overlooking into windows.
- 9.2 The extra care flats building will be relatively close to Turton Way flats for the size of building. The bulk of the 4 storey building will be 20.1 metres away from windows in the ground floor of Turton Way flats and 22.75 metres from upstairs windows (these are set

back). 2 stair wells will protrude out from part of the elevation creating a 16.6 metre distance to ground floor windows. At ground floor level the kitchen and service area will extend out to within 3 metres of the site boundary and 9.4 metres of the ground floor elevation of existing homes.

- 9.3 The separation distances above are reasonable in terms of levels of light to existing homes although, compared to now, those homes will notice a change and residents might feel as if the new building is a bit overbearing. The flats at the far east end of Turton Way will be less affected as the proposed building does not line up exactly with the row of flats.
- 9.4 As this is an outline application window detail is not put forward for approval at this stage. However if the size and location of the building are being decided at this stage it is important to know that an acceptable window arrangement is possible without causing unacceptable overlooking problems for adjacent homes. Indicative floor plans and north elevation windows have been submitted to show that the proposed size and location are reasonably acceptable for an urban location.
- 9.5 A 20 metre separation distance between habitable rooms is achievable. 21 metres would normally be requested as a minimum. Bearing in mind the short gardens of the adjoining homes and the size of the building, as described above, it is appropriate to minimise any further affect on living conditions. The indicative information about the arrangement of rooms in the extra care scheme submitted shows that it is possible to have no habitable rooms in the elevation that is next to the Turton Way flats. Corridor or bathroom/kitchen windows can be on the elevation. It will be important that, at the next Reserved Matters application stage, the indicative scheme is adhered to in terms of minimising overlooking and not being taller or closer to the flats.
- 9.6 Separation distances to homes in Alexandra Road are acceptable. Flats at the front will be 19 and 20 metres from the SSE office building opposite.
- 9.7 When going down Chalvey High Street the medical hub building will be visible behind the petrol station canopy but will be set back several metres from the road compared to the Greenwatt Way homes beyond. As it is a community facility it is appropriate for it to be obvious in the streetscene and the set back ensures it will not obscure the distinctive white Greenwatt way homes. The extra care building is well away from Chalvey High Street but because of its height it will be visible from that road behind the petrol station.
- 9.8 The details of the appearance of the extra care building are not part of this application. The submitted details for the medical hub are acceptable. The horizontal emphasis of the detailing at upper level on the long building and use of cladding means it will be quite a striking building that will contrast with the white rendered homes of Greenwatt Way and typical domestic architecture of Chalvey homes in the vicinity. However the nearby commercial buildings provide a context that is varied in terms building size and appearance such that the building can be considered acceptable.
- 9.9 The shrubs and small trees on the north boundary of the vacant site next to the petrol station are likely to conflict with the construction of the development but their loss is not significant. Trees on the boundary of the Turton Way flats can hopefully be retained subject to a check on their health. Retention of existing or new small trees at this location will be important to help soften the appearance of the new building for existing residents.
- 9.10 The proposal is in accordance with Local Plan design and landscaping policy EN1 and EN2 and Core Strategy policy 8 and 9 re sustainability, environment and the built environment.

10 **Section 106 Matters**

- 10.1 For the development to be acceptable a Section 106 Planning Obligation is needed for the approval of a Travel Plan and payment of an associated monitoring fee.

**PART C: RECOMMENDATION**

11 **Recommendation**

- 11.1 Delegate a decision to the Planning Manager

- for the signing of a satisfactory Section 106 Agreement
- to agree revised drawings requested
- to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.

12 **PART D: LIST OF CONDITIONS.**

1. Time Limit Extra Care Apartments (Outline)

Application for approval of all reserved matters referred to in condition 3 below shall be submitted in writing to the Local Planning Authority no later than the expiration of 30 months from the date of this permission. The outline permission covers the land identified on drawing 48 14 P 11 by a dotted redline.

The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the reserved matters approved:

- i) the expiration of 3 years from the date of this permission: or
- ii) the expiration of two years from the final approval of the reserved matters referred to in condition 3 below, or in the case of approval of different dates, the final approval of the last such matter to be approved.

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 92 (2) of the Town and Country Planning Act 1990.

2. Time Limit full planning permission medical hub

The development hereby permitted (medical hub as identified on drawing number 48 14 P 11 by a solid red line) 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.

3. Outline applications - Reserved Matters.

Details of the external appearance and landscaping of the site (hereinafter collectively referred to as 'the reserved matters') shall be approved in writing by the Local Planning Authority prior to the commencement of the development.

REASON To ensure that the proposed development is satisfactory and to comply with the provisions of Article 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

4. Approved plans

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

48\_14\_P\_01 Location Plan  
48\_14\_P\_10 Site Layout  
48\_14\_P\_11 Site Layout Application Type Boundaries Recvd April 2015  
48\_14\_P\_20 Medical Hub Ground Floor Plan  
48\_14\_P\_21 Medical Hub First Floor Plan  
48\_14\_P\_22 Medical Hub Second Floor  
48\_14\_P\_23 Medical Hub Roof Plan  
48\_14\_P\_24 Medical Hub elevations  
48\_14\_P\_25 Medical Hub elevations  
48\_14\_P\_26 Medical Hub sections  
48\_14\_P\_27 Medical Hub Elevations context  
  
48\_14\_P\_30 Extra Care Apts Ground Floor Plan  
48\_14\_P\_31 Extra Care Apts First Floor  
48\_14\_P\_32 Extra Care Apts Second Floor  
48\_14\_P\_33 Extra Care Apts Third Floor  
48\_14\_P\_34 Extra Care Apts Roof Plan  
48\_14\_P\_35 Extra Care Apts Massing Elevations  
48\_14\_P\_36 Extra Care Apts Massing Elevations  
48\_14\_P\_37 Extra Care Apts Massing Elevations Extended  
48\_14\_P\_38 Extra Care Apts Section

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 Development Plan.

5. Details of materials medical hub

Details of external materials and samples of bricks and cladding to be used on the development (medical hub as defined on drawing 48 14 P 11) 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 in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

6. Details of materials extra care apartments

Details of external materials and samples of bricks and cladding to be used on the development (extra care apartments as defined on drawing 48 14 P 11) 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 in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

7. Landscaping Scheme medical hub

No development (medical hub development as identified on drawing 48 14 P 11) 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 trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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 In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

8. Landscaping Scheme extra care apartments

No development (extra care apartments development as identified on drawing 48 14 P 11) 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 trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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 In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

9. Bin and cycle stores for the medical hub

The bin stores shown on the approved plans shall be available for use prior to the occupation of the medical hub building. The cycle stores shown on the approved plans shall be available for use prior to the occupation of the medical hub building and shall include cycle stands details of which shall have first been submitted to and been approved in writing by the local planning authority.

REASON In the interest of public health, visual amenity and encouraging non car modes of travel.

10. Bin and cycle Stores Extra Care Apartments



No construction work on the extra care apartments development (as identified on drawing 48 14 P 11) shall commence until the location and details of bin stores and cycle stores and cycle stands have first been submitted to and been approved in writing by the local planning authority. The cycle stores and bin stores shall be available for use as approved prior to the occupation of the extra care apartments building.

REASON In the interest of public health, visual amenity and encouraging non car modes of travel.

#### 11. Internal access roads and parking

Prior to first occupation of the development, the internal access roads footpath and turning provision shall be provided in accordance with approved plans. Prior to first occupation of each building of the development the car parking associated with respective buildings shall be provided in accordance with approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

#### 12. New access

No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

#### 13. Surface Water Drainage

No development shall commence until a surface water drainage strategy has been submitted and approved in writing by the local planning authority.

REASON In the interest of flood prevention and coordination of drainage.

#### 14. Surface water drainage medical hub

No development (of the medical hub) shall commence until details of surface water drainage have been submitted to and been approved in writing by the local planning authority. Drainage shall be implemented in accordance with the approved details before first occupation of the medical hub building.

REASON In the interest of flood prevention.

#### 15. Surface water drainage extra care apartments

No development (of the extra care apartments) shall commence until details of surface water drainage have been submitted to and been approved in writing by the local planning authority. Drainage shall be implemented in accordance with the approved details before first occupation of the extra care apartments.

REASON In the interest of flood prevention.

16. Soil Contamination - TO BE DRAFTED

17. Sustainable Development - TO BE DRAFTED

18. Hours of construction

During the demolition / construction phase of the development hereby permitted, no work shall be carried out on 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 in accordance with Core Strategy policy 8 the objectives of Policy EN26 of The Adopted Local Plan for Slough 2004.

INFORMATIVE(S):

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. HIGHWAY MATTERS - TO BE DRAFTED
3. 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.