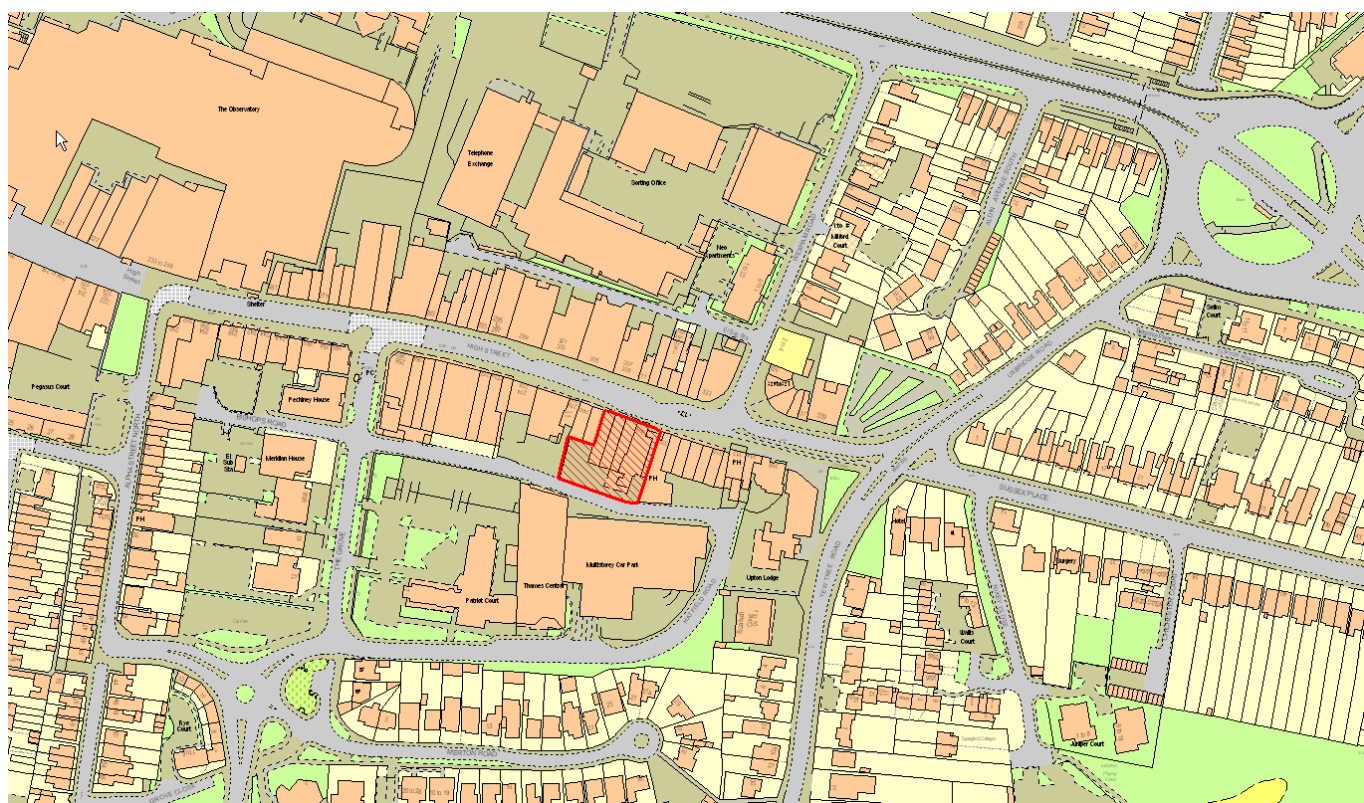


| | | | |
|--------------------|--|---------------|----------------------------|
| Registration Date: | 23-Mar-2015 | Applic. No: | P/15921/001 |
| Officer: | Francis Saayeng | Ward: | Upton |
| | | Applic type: | Major |
| | | 13 week date: | 22 nd June 2015 |
| Applicant: | Lunar Office Sarl | | |
| Agent: | Mr. Gary Thomas, Planning Works Ltd 71, The Ridgeway, Stanley Hill, Amersham, Bucks, HP7 9HJ | | |
| Location: | 292-298, High Street, Slough, Berkshire, SL1 4NA | | |
| Proposal: | Partial Demolition of Offices at Ground /First Floors, Rear part of A3 Unit (No. 292) and Fire Escape stairs. Conversion of Offices at Ground Floor to A1, Residential Lobby and cycle parking area and at 1st and 10th Floors to 10 Residential units (6 x 1 bedroom and 4 x 2 bedroom Flats). Re – Cladding of building including the provision of balconies to the upper floors, reconfiguration of rear parking area, improvements to pedestrian walking and associated landscaping. | | |

Recommendation: Delegate to the Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the application to the Planning Manager for consideration of any substantive objections post Committee, completion of a Section 106 Agreement, any detailed design changes, finalising conditions and final determination.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is an application principally for conversion of part of the existing offices to residential apartments (floors 1 and 10), and includes some partial demolition of the existing building at ground and first floor levels. The application also proposes external changes to the building and internal changes to the ground floor retail space.

This application builds upon a previous prior approval notification, approved by the Council on 6th October 2014 for conversion of offices to residential (floors 2 – 9) to provide 40 no. flats.

In detail the proposals include:

- Partial demolition of the offices at first floor level, leaving only the base to the rear tower
- Demolition of offices at first floor level, limited demolition at ground floor and bridge over the pedestrian walkway between High Street and Hatfield Road to “open up” the pedestrian walkway between the High Street and Hatfield Multi Storey car park
- Demolition of rear part of Class A3 unit (no. 292 High Street) and existing rear escape stairs.
- Convert the front parts of units at 296 and 298 to a single Class A1 retail unit and the rear part to a rear lobby serving the main residential tower.
- Changes and alterations to remaining ground floor units (excluding units nos. 288, 290 and 294 which do not form part of the planning application)
- Conversion of retained first floor offices to provide 2 no. X 1 bed and 3 no. X2 bed flats).
- Conversion of 10th floor to provide 4 no. X 1 bed and 1 no. X 2 bed flats
- Re-cladding of the exiting building, installation of doors in lieu of windows to serve proposed balconies, balustrade at first floor level on the High Street frontage and replacement windows
- External works to include reconfiguration of existing surface car park (13 no. car parking spaces), landscaping, cycle parking (50 no. cycle spaces), refuse store and improvements to pedestrian routes.

3.0 **Application Site**

- 3.1 The application site consists of no.292 - 298 High Street located on the south side eastern end of the Slough High Street in the Secondary Shopping Frontage. The site comprises a mixed office and retail development granted permission in 1964 with on site surface car parking provision at the rear, comprising a 9 storey office tower sitting above on a two storey podium which fronts Slough High Street. The building includes several shop units comprising A1/A2/A3 uses and a ground floor reception area with additional office space above extending over the whole first floor level.

3.2 The building had a makeover in the late 1980s /1990s when the tower's floor slabs were extended and the whole building was clad in grey curtain walling. The office space in its entirety from ground floor reception up to the tenth floor is accessed off plot 298. The premises were used as offices for IT company until 2010. Since then most of the building has been empty and redundant, with only unit 294 remaining in active use. The existing side alleyway is between 298 and 300 High Street and is currently the main connection between the High Street and the multi- storey car park on Hatfield Road. The overall impact of the building is of a run – down, tired looking building that contributes negatively to its context and general surrounding area.

4.0 **Relevant Site History**

4.1 The application site has a long planning history. From 1964 – 2014 various permissions were granted.

4.2 F/15921/000 Prior Approval not required for a change of use from offices to residential (16 x 1) bedrooms and 24 x 2 bedroom flats on the second to the ninth floors. Granted on 6/10/2014.

4.3 Pre application advice was provided in respect of this proposal.

5.0 **Neighbour Notification**

5.1 300, HIGH STREET, SLOUGH, BERKSHIRE, 315a, High Street, Slough, SL1 1BD, Chicken George, 315, High Street, Slough, SL1 1BD, 307, High Street, Slough, SL1 1BD, Flat 1, 307, High Street, Slough, SL1 1BD, 305a, High Street, Slough, SL1 1BD, 305b, High Street, Slough, SL1 1BD, 311a, High Street, Slough, SL1 1BD, 313, High Street, Slough, SL1 1BD, Top Cut Hair Salon, 305, High Street, Slough, SL1 1BD, Euro Food & Wine, 309, High Street, Slough, SL1 1BD, 311, High Street, Slough, SL1 1BD

Late Press Notice and Site Notice placed on site. The 21 day consultation date will expire on 10th July 2015. Any objections received will be reported on the Amendment Sheet.

6.0 **Consultation**

6.1 **Highways and Transport:**

Traffic generation and contributions (residential)

The proposed development will lead to a reduction in vehicle trips compared to use as B1 office.

Hatfield Road

The section of Hatfield Road immediately behind the development site is adopted, but it has no footway on the north side of the road. The section of Hatfield Road starting circa 50m to the west of the development and leading to The Grove is unadopted and in very poor structural condition. It is regularly fly-tipped and the parking on-street is unenforced meaning that service vehicles find it difficult to drive along the road. The nature of Hatfield Road is now changing as the offices are being converted to residential and there is now a greater need for footways on both sides of the road.

The local highway authority is seeking to reconstruct the road and construct a new footway along the north-side as part of works to bring the road up to adoptable standard. A number of developments have recently come forward for redevelopment including 276 High Street and 300-310 High Street. Both of these developments have agreed to dedicate land to the local highway authority along the southern boundary of their sites to create a 1.2m wide

footway. It is therefore requested that a similar width is dedicated to the local highway authority.

In respect of this development it is noted that two parking spaces are proposed on the southern boundary of the development site and it would not be possible to keep these spaces if the land was to be dedicated. So I would suggest that there are two options:

1. The spaces are deleted and the footway provided with landscaping between the footway and the building, maintaining space for access to the bin store and sub-station.
2. Alternatively a loading bay is provided instead of spaces 14 and 15, which could be used by the retail units and the refuse vehicles serving the site. This loading bay would then be adopted and a loading TRO would cover it during day time hours. Further discussion on the points above would be appropriate.

In order to create the 1.2m footway across the rest of the frontage then space no. 1 should be swapped over to the east side of the aisle and the retail cycle parking provided in the form of a single locker and this would enable spaces 2-8 to shuffle down and enable 1.2m to be dedicated along the southern boundary.

Car Parking

15 car spaces including 1 reserved disabled parking has been provided by the developer at the rear of the property. Taking account of the above comments it would xbe acceptable to provide 13 parking spaces rather than 15 as described above as the local highway authority places great need on addrsessing the issues along Hatfield Road. The proximity of the Hatfield car park will allow residents without parking to purchase a season ticket from the Council should they require parking.

In order to mitigate the impact of additional on-street parking requirements on the existing residents in the town centre, residents of this development should be excluded from being eligible to apply for a parking permit within any existing or future residents parking scheme; this should be secured as part of the S106 agreement. Likewise a contribution of £3,000 is sought to upgrade the existing waiting restrictions on the vadopted section of Hatfield Road to double yellow lines to prevent overspill parking at night (outside of the time restrictions), as this is likely to occur on the footway.

Cycle Parking

50 cycle parking spaces have been provided on the ground floor that is accesed from within the entrance foyer. The access arrangements to the cycle store are welcomed and should ensure greater securitiy and therefore use of the cycle parking racks.

It would appear that double stacking cycle racks are proposed for the cycle store as only 25 bikes are shown. For the Josta 2-tier rack <http://cycle-works.com/product/josta-2-tier-rack/> these are critical dimenions that are required:

To design your site, please follow these guidelines:

- The headroom is the most important factor for this racking system. A minimum of 2600mm is required for maximum capacity.
- Please leave 300mm to any adjoining side wall to give space for the handlebars of the first bikes on either side.
- The racks are then spaced at between 400mm and 500mm apart. We have found 450mm to be a good planning spacing, giving capacity as well as ensuring ease of use.
- These racks can also be installed at headroom of 2400mm, but for this, the racks need to be spaced at 600mm minimum.
- Please allow 2000mm for the rack itself. For access, the manufacturer's minimum

requirement is 1700mm. However, we have found that 2000mm works well.

- The racks can also be installed from a central spine. For this option, please leave 1700mm-2000mm for access on both sides. The 2-sided unit is 3100mm wide.
- Racks can also be installed at a 45 or 55 degree angle.

Therefore the cycle store will need to be re-designed that it is a minimum of 2.6m high and 4m in width to accommodate the racks. This will mean a slight reduction in the size of Unit

1. Additional 4 bicycle parking spaces have been provided for the retail element of the scheme. Taking account of my comments above (re-car parking) I would recommend that these are re-provided in the form of a single locker to provide secure cycle parking for retail use. I can confirm the cycle parking is in accordance with the guidelines set out in the Slough Developers Guide Part 3 (see condition 19).

Doors Opening Over the Highway

I note that the doors on unit 290 High Street are shown to open over the highway, this is unacceptable and needs to be inward opening doors (see condition 16).

Refuse and recycling

Applicant has provided location of refuse storage on plans submitted which is acceptable.

Access and Side Passage:

The local highway authority welcomes the opening up of the side passage and the removal of building above. The current passage is affected by a number of anti-social behaviour problems and personal security issues. Additionally I also welcome the removal of the bollards outside the front entrance of the building and the introduction of a removable/sinkable bollard at the entrance of the pedestrian passage. Can the developer implement a similar removable/sinkable bollard at the Hatfield entrance of the landscaped pedestrian street in order to deter vehicles mounting the access.

It is recommended that the whole width of the path is dedicated to the local highway free of charge to be maintainable at the public expense. At the pre-application meeting it was discussed that the Art in the Centre Materials i.e. those of the same specification as used in the High Street would be used to give a high quality finish to the development. These materials should be secured through a planning condition / S106 obligation. The applicant will need to enter into a S278 agreement to undertake the highway works to the side passage and then dedicate the land through a S38 agreement.

Whilst I note that a shared surface is proposed at the rear of the site, following further consideration I would request that the kerbline is raised on sections where dropped kerbs are not required. This will ensure that the surface water of the site is drained within the site and does not runoff onto the public highway.

I am strongly of the view that the opening up of the side passage and its construction and dedication as public highway will help to transform this area and its public realm and help make it an attractive place to live.

Highway works and contributions summary

Prior to commencing works, the applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement / section 38 agreement for the satisfactory implementation of the works identified in the highways schedule.

The Highway schedule includes:

- Street lighting modifications (as necessary)
- Drainage connections (as necessary)
- Reconstruction of footway (as necessary)
- Dedication as highway maintainable at the public expense, free of charge, of an area to be provided as 1.2m wide footway along the frontage of the development with Hatfield Road;
- Construction and dedication as highway maintainable at the public expense, free of charge, the side passage connecting High Street with Hatfield Road using Art of the Centre materials;
- Construction and dedication as highway maintainable at the public expense, the loading bay on Hatfield Road (see comments above); and
- Implementation of droppable bollards at both ends of the passage, removal of redundant bollards.

Transport Schedule:

- £3,000 contribution towards funding the amendments to the Traffic Regulation Order for the waiting/loading restrictions on Hatfield Road (prior to commencement);
- Residents of the development ineligible to apply for parking permits;

6.2 Environmental Quality

In line with the Institute of Air Quality Management best practice and the Council forthcoming Low Emission Strategy to tackle poor air quality. It is recommended that at least one electric vehicle 'fast' charging point be installed in the car parking area in readiness for first occupation of the development. It is also recommended that the developer installs external electrical cables so that additional electric charging points can be installed at a later date to meet any future demand without having to re-wire the parking area (see condition 17)

6.3 Contaminated Land

If there are no earthworks proposed as part of the planning proposal, even accounting for the extension of the site beyond the perimeter of the prior-approval proposal, the recommendations made in the attached memo are still valid.

If earthworks are undertaken, then please see below 'watching brief' condition, just so as to capture potential contaminative land encounters (see condition 14).

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The National Planning Policy Framework and Planning Practice Guidance

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document Policies:

Core Policy 1 – Spatial Strategy

Core Policy 3 - Housing Distribution.

Core Policy 4 – type of Housing

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 12 – Community Safety

Local Plan for Slough March 2004 Policies:

EN1 – Standard of Design

- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H7 – Town centre Housing
- H11 – Change of Use to Residential
- H14 – Amenity Space
- T2 – Parking Restraint
- T8 - Cycling

Flat Conversion Guidelines

7.2 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

8.0 The main planning considerations relevant to the assessment of this application are considered to be:

- 1) Principle of development;
- 2) Design, appearance and impact on the street scene
- 3) Potential impact on neighbouring properties;
- 4) Quality of Housing
- 5) Access, Highways and Transport
- 6) Landscaping and Amenity Space
- 7) S106

8.1 **Principle of Development**

The National Planning Policy Framework states planning should:

- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.....
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites..... normally approve planning applications for change to residential use and any associated development from commercial buildings.....

- 8.2 Core Policy 1 of the LDF Core Strategy states: Proposals for high density housing..... will be located in the appropriate parts of the town centre. Core Policy 3 allocates a minimum of 3000 dwellings to the Town Centre. Core Policy 4 states that: High-density housing should be located in Slough town centre.
- 8.3 Policy H7 of the Local Plan states:Within the Town Centre Commercial Core area, priority will be given to the development of mixed use schemes, including a residential element, unless it can be demonstrated that the site is unsuitable for residential use.
- 8.4 Policy H11 states: Proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to their meeting all of the following criteria:
- a. a satisfactory independent access is provided;
 - b. any parking provision meet the aims of the integrated transport strategy;
 - c. satisfactory minimum room sizes and internal layouts are achieved; and
 - d. satisfactory sound insulation measures are taken between each residential unit and adjoining properties.

Proposals should also provide appropriate amenity area which can take the form of roof gardens, balconies, or more traditional forms of amenity space such as ground level gardens

- 8.5 The principle of providing housing in the Town Centre Area is acceptable as being a sustainable form of development. It would make effective and efficient use of an existing underutilised building, promotes a mixed scheme, in terms of retaining retail on the ground floor and would add to the vitality of the town centre in accordance with the principles underlying the aims and objectives of the National Planning Policy Framework. It further complies with the requirements of Core Policies 1, 3 and 4 of the Local Development Core Strategy, Development Plan Document, in terms of housing location and distribution, housing type and density. The proposals further comply with the principles of Policy H7 of the Adopted Local Plan which supports the principle of such schemes within the Town Centre Commercial Core Area.
- 8.6 No objections are raised to the principle of housing, in accordance with the NPPF, the Slough LDF Core Strategy or the adopted Local Plan for Slough

9.0 **Design, appearance and impact on the street scene**

- 9.1 The National Planning Policy Framework states: planning should always seek to secure high quality design and a good standard of amenity. 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.
- 9.2 Core Policy 8 of the LDF Core Strategy 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
 - (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: 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.

- 9.4 With respect to issues of design and impact on the street scene and character of the area, these relate principally to the external changes to the building in terms of the cladding, installation of new windows and balconies, balustrade to the High Street frontage, creation of new shop fronts demolition of parts of the existing building, removal of the rear escape stairs, reconfiguration of the rear car park, and the provision of bin store and landscaping.
- 9.5 The proposals significantly improve the appearance of a tired looking building, creating a modern appearance with the use of good quality materials. Combined the changes will help to rejuvenate this end of the High Street which has undergone decline in recent years. It will further add vitality and viability to the Town Centre and help to build on other regeneration schemes which have been coming forward over a number of years.
- 9.6 Given that the proposals would not result in any increase either to the footprint, bulk or height of the existing building, it is concluded that the proposals will not have any adverse impact on the character and appearance of the street scene or surrounding area. Indeed the proposals will bring about significant visual enhancements for this part of the town centre.
- 9.7 No objections are raised on grounds of Design or Street Scene Impact in accordance with the NPPF, Core Policy 8 of the LDF Core Strategy or Policy EN1 of the Adopted Local Plan.

10.0 **Impact on Neighbouring Amenity**

- 10.1 The overarching Core Principles of the NPPF state that: Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 10.2 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states that: All development will respect its location and surroundings.
- 10.3 Policy H13 of the Adopted local Plan for Slough states: the scheme is designated so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas. Policy EN1 states that : Development proposals must be compatible with and/or improve their surroundings in terms of relationship to nearby properties
- 10.4 The main issues identified relate to the potential for the direct overlooking of neighbouring land with the potential to restrict or prevent its future redevelopment. However, the context to this application is that the most of the building (floors 2 – 9) does not require specific planning permission to convert the building from offices to residential as this is permitted under the prior approval notification procedure. For the most part, the windows are all existing and the local planning authority has no control over matters of overlooking under this procedure. Under the current application, some of the windows are being replaced with doors to provide access to external balconies. Given the current scenario, it is not considered that the installation of these doors and balconies would be material in the determination of this application.
- 10.5 No objections are raised on grounds of overlooking in relation to the NPPF, LDF Core Strategy or adopted Local Plan for Slough

11.0 **Quality of Housing**

- 11.1 The overarching principles of the NPPF state that: planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy H11 of the adopted Local Plan states: proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to meeting all of the following criteria:
- (c) satisfactory minimum room sizes and internal layouts.
- 11.2 This assessed against the following criteria: Aspect, Daylight and Sunlight and Room Sizes.
- 11.3 All flats have a reasonable aspect, and benefit from good daylighting. Most flats will receive adequate sunlight other than those facing north onto High Street. Although those flats which face north also have some rooms with an aspect facing either to the east or to the west. In terms of room sizes only the flats being proposed on the first and tenth floors have been assessed in relation to this application. It is confirmed that the rooms sizes comply with the guidance given in the Council's Flat Conversion Guidelines.
- 11.4 No objections are raised on grounds of housing quality in relation to the NPPF or Policy H11 of the adopted Local Plan.

12.0 **Access, Highways and Transport**

- 12.1 Vehicular access will continue from Hatfield Road, although the number of car parking spaces on site is being reduced from 21 no. down to 13 no. The Council is seeking the dedication of land along the southern boundary of the site with Hatfield Road to allow a 1.2 metre wide footway to be created as part of a reconstruction of the service road. This has been agreed with the applicant. Servicing for the shops will continue to take place from Hatfield Road to the rear of the site.
- 12.2 A total of 13 no. car parking spaces is proposed, however, future residents would be able to purchase season tickets to park in the adjacent Hatfield car park. In order to mitigate the impact of additional on-street parking requirements on the existing residents in the town centre, residents of this development should be excluded from being eligible to apply for a parking permit within any existing or future residents parking scheme; this should be secured as part of the S106 agreement. Likewise a contribution of £3,000 is sought to upgrade the existing waiting restrictions on the vadopted section of Hatfield Road to double yellow lines to prevent overspill parking at night (outside of the time restrictions), as this is likely to occur on the footway.
- 12.3 The principle pedestrian access to the residential flats is from the pedestrian walkway, which links High Street with Hatfield Road and which is being “opened up” and “upgraded” under the current proposal. There is also a pedestrian access from the rear car park. There is a dedicated residential reception area with both stair and lift access to all floors. Pedestrian access to the retail units is retained from High Street.
- 12.4 The pedestrian walkway is to be dedicated to the Highway Authority for adoption as highway and maintainable at public expense. Demountable bollards are proposed for the pedestrian walkway to prevent unauthorised vehicle access. It is also proposed that the walkway be resurfaced using Art at the Centre materials i.e. those of the same specification as used in the High Street which would be used to give a high quality finish to the development. Incidental landscape is also proposed to improve the image of the pedestrian street. These matters to be covered by condition or in a S106 Agreement.
- 12.5 No objections are raised in relation to access transport or highways having regards to the national Planning policy Framework, Core Policy 7 of the LDF Core Strategy and Policies H11 and t2 of the adopted Local Plan, subject to appropriate planning conditions being imposed and completion of a 106 Agreement.
- 13.0 **Landscape and Amenity Space**
- 13.1 Incidental landscaping is proposed to the car park and rear of the building. Incidental landscape is also proposed to improve the image of the pedestrian street and to provide a more attractive entrance to the flats. A number of the flats have access to a balcony or Juliette balcony. In addition there is a small public park on the opposite side of High Street at the junction with Yew Tree Road.
- 13.2 Given that this is a town centre site which has access to a range of shops and services and given that most flats have access to a balcony no objections are raised on grounds of landscaping or amenity space provision in relation to Policies H14 and EN3 of the adopted Local Plan.
- 14.0 **S106 Agreement**
- 14.1 Whilst the scheme in its totality comprises significantly more than 15 no. units which itself represents the threshold whereby affordable housing is required, most of the units where “approved” under the prior notification procedures and are permitted development. For the purposes of determining this application consideration is only being given to the provision of

10 no. flats which are being provided on the first and tenth floors. This falls below the threshold whereby financial contributions are sought for affordable housing and education.

14.2 With respect to other matters the applicant has agreed Heads of Terms in respect of the following:

Prior to commencing works, the applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement / section 38 agreement for the satisfactory implementation of the works identified in the highways schedule.

The Highway schedule includes:

- Street lighting modifications (as necessary)
- Drainage connections (as necessary)
- Reconstruction of footway (as necessary)
- Dedication as highway maintainable at the public expense, free of charge, of an area to be provided as 1.2m wide footway along the frontage of the development with Hatfield Road;
- Construction and dedication as highway maintainable at the public expense, free of charge, the side passage connecting High Street with Hatfield Road using Art of the Centre materials;
- Construction and dedication as highway maintainable at the public expense, the loading bay on Hatfield Road (see comments above); and
- Implementation of droppable bollards at both ends of the passage, removal of redundant bollards.

Transport Schedule:

- £3,000 contribution towards funding the amendments to the Traffic Regulation Order for the waiting/loading restrictions on Hatfield Road (prior to commencement);
- Residents of the development ineligible to apply for parking permits;

15.0 **Summary**

15.1 The proposal represents an important regeneration project for the eastern end of the High Street which has undergone gradual improvement during recent years. It will visually enhance the general street scene and further improve the vitality and viability of the town centre. It will also widen housing choice.

PART C: RECOMMENDATION

16.1 **Recommendation**

16.2 Delegate the application to the Planning Manager for consideration of any substantive objections post Committee, completion of a Section 106 Agreement, any detailed design changes, finalising conditions and final determination.

16.3 **CONDITIONS AND REASONS:**

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. Approved plans.

To be confirmed

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 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.

4. 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 the objectives of Core Policy 8 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) development Plan Document December 2008

5. No windows, other than those hereby approved, shall be formed in the elevations of the development without the prior written approval of the Local Planning Authority.

REASON: To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

6. The garage, parking spaces and turning area shown on the approved plan shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON: To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004.

7. The parking spaces hereby permitted shall only be used to accommodate cars which are used ancillary to the enjoyment of the flats on the site and shall not be used for any trade or business purposes; without the prior permission in writing from the Local Planning Authority.

REASON: To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities and visual amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004.

8. No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores 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 in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

9. Landscaping shall be carried out in accordance with the approved landscaping scheme hereby approved.

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.

10. The internal layout of the development hereby granted permission shall be laid out in accordance with the approved plans and shall not be amended at any time in the future.

REASON: To minimise the impact of the development on adjacent occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

11. Before the development hereby permitted in begun, a scheme to control/reduce noise emanating from the development (including details of existing noise levels) shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall be implemented on site prior to occupation of the development and retained at all times in the future to mitigate noise to the levels agreed in the approved scheme.

REASON: To protect the amenity of nearby occupiers in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) development Plan Document December 2008.

12. Full details of the surface water disposal from the access road and car parking areas shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

REASON: To prevent the risk of flooding in accordance with the National Planning policy Framework

13. Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority. The construction management plan and programme shall include details of the following:

- Details of contractor parking available
- 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

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON: So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

14. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of 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 working hours, hours during the construction 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 otherwise be agreed in writing by the Local Planning Authority.

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

15. The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.”

16. No other part of the development shall be occupied until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council’s Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and 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.

17. No doors or gates to open over the highway.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

18. 1 No. electric vehicle 'fast' charging point shall be installed in the car parking area prior to first occupation of the development and the developer shall as part of the development install external electrical cables so that additional electric charging points can be installed at a later date to meet any future demand without having to re-wire the parking area.

REASON: To ensure that the development is in line with the Institute of Air Quality Management best practice and the Council forthcoming Low Emission Strategy to tackle poor air quality and provide electric vehicle charging points within the car park area for future residents of the development.

19 Development shall not commence until details of cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of the adopted Local Plan for Slough and to meet the objectives of the Slough Integrated Transport Strategy.

INFORMATIVES:

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. This notice (letter/acknowledgement etc.) DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether an application is required.

3. The applicant is advised of their requirement to comply with the Party Wall Act 1996, including the need to serve appropriate notices on neighbours before work commences.

4. Applicants are advised to discuss the new requirements for access for the disabled under the Building Regulations with the Council's Building Control Service.

5. 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.

6. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

7. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

8. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

9. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.

10. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

11. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

12. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

13. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

14. The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a section 38 agreement of the said act for its ultimate adoption.

15. The access road will be declared as "Prospectively Maintainable Highway" under section 87 of the New Roads and Street Works Act 1991.

16. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990

17. The applicant must enter into an agreement under s177 of the Highways Act 1980 to allow the building/ to oversail the highway (once dedicated).

18. The applicant must enter into an agreement under s178 of the Highways Act 1980 to allow a rail or beam to oversail the highway in the form of a crane for construction.

19. The applicant must enter into an agreement under s179 of the Highways Act 1980 to allow the basement to undersail the highway (once dedicated).