

Registration Date: 06-May-2015
Officer: Neetal Rajput

Applic. No: P/04385/014
Ward: Chalvey
Applic type: Major
13 week date: 5th August 2015

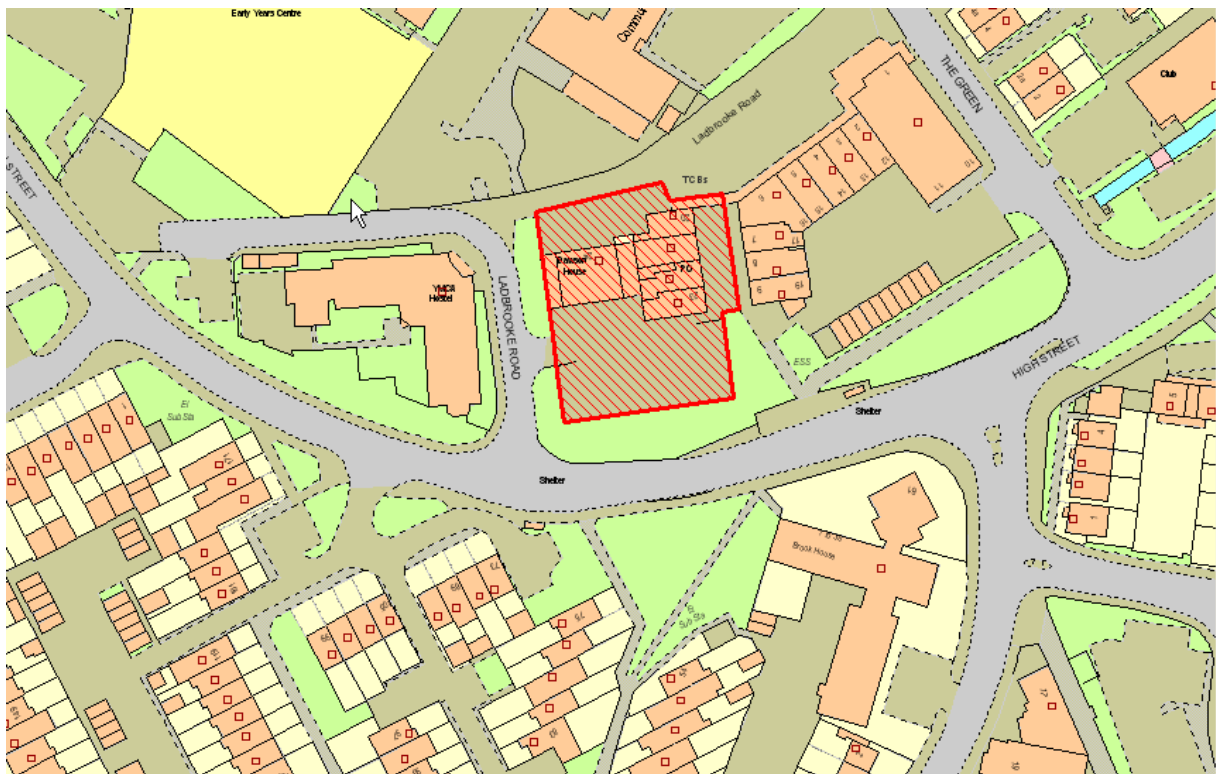
Applicant: Mayfair Property (Estates) Ltd

Agent: Mr. Neil Oakley, Danks Badnell Architects Ltd KINGS STABLES, 3-4 OSBORNE MEWS, WINDSOR, SLOUGH, BERKSHIRE, SL4 3DE

Location: Dawson House, Ladbrooke Road, Slough, SL1 2SR

Proposal: Change of use of first and second floors from B1 (a) office to C3 residential as well as alterations and the construction of an additional floor of residential accommodation to provide 6no. studio, 21no. one bedroom units, 3no. two bedroom units, construction of bin and cycle stores and the construction of a dry escape ramp.

Recommendation: Delegate to Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for formal determination following resolving highway and transport matters, finalising of conditions and completion of a Section 106 Agreement.
- 1.2 This application has been referred to the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is an application for full planning permission for the change of use of first and second floors from B1 (a) office to C3 residential as well as alterations and the construction of an additional floor of residential accommodation to provide 6no. studio, 21no. one bedroom units, 3no. two bedroom units, construction of bin and cycle stores and the construction of a dry escape ramp.
- 2.2 The proposal will use existing entrances located to the left of the existing building front and at the centre of the building. These entrances provide access to the internal stairwell that services the upper floors of the building. The majority of the works will be internal with the only external works being window realignments, filling in gaps between windows, new access doors and new bin stores and cycle stores.
- 2.3 Bin storage is located to the Ladbrooke Road frontage within the existing car park near the vehicular access to the site.
- 2.4 Car parking will be located within the existing car park with the number of spaces (27) unchanged to service both the residential and commercial element of the proposal. Cycle parking will be provided within a new cycle stores located to the rear of the existing building.
- 2.5 It should be noted that the application site has permitted development approval (F/04385/013) to convert the first and second floors of this building to flats. However the third floor of the building is new construction and this will provide 10 flats (2no studio, 7no 1 bed, 1no 2 bed).

3.0 **Application Site**

- 3.1 The application site is located on the eastern side of Ladbrooke Road with the existing building located within the northern half of the site. The southern portion of the site is used for car parking.
- 3.2 The site falls outside of Slough's Town Centre Boundary and is not within a conservation area. The site identified within Slough Proposals Map as Shopping Area and is allocated within the Slough Local Development Framework, Site Allocation Development Plan Document November 2010 (SKL2).
- 3.3 The existing building on site displays commercial uses at ground floor level ranging from wholesale retailers to hot food takeaway businesses. The upper levels appear to be vacant.

3.4 The building on site is attached to a neighbouring block of ground floor commercial and upper floor residential units by beams and lighting that cross through the centre of the site.

3.5 The site also falls within Flood Zone 3 as defined by the Environment Agency's Flood Maps.

4.0 **Relevant Site History**

4.1 F/04385/013 PRIOR APPROVAL FOR CHANGE OF USE FROM CLASS B1 (a) OFFICES TO CLASS C3 RESIDENTIAL (20NO. FLATS).
Prior Approval Not Required/Informatives 26-Jun-2014

P/04385/012 CHANGE OF USE FROM OFFICES (B1) TO EDUCATIONAL (D1) OF DAWSON HOUSE (FIRST FLOOR) FOR A 5 YEAR PERIOD
Withdrawn (Treated As) 05-Feb-2014

P/04385/011 CHANGE OF USE FROM OFFICES (B1A) TO RESIDENTIAL (C3) BY CONVERTING EXISTING OFFICES AT FIRST AND SECOND FLOOR INTO 8 NO. ONE BEDROOM AND 6 NO. TWO BEDROOM FLATS.
Approved with Conditions; Informatives 13-Apr-2012

P/04385/010 ERECTION OF A FIRST STOREY ABOVE EXISTING GARAGES WITH A FLAT ROOF USED FOR LIGHTWEIGHT STORAGE
Approved with Conditions; Informatives 04-Sep-2000

P/04385/009 ALTERATIONS OF EXISTING COVERED SERVICE YARD TO PROVIDE OFFICE ACCOMMODATION
Withdrawn (Treated As) 02-Sep-1997

P/04385/008 CHANGE OF USE TO PRIVATE HIRE (TAXI) OFFICE
Approved (Limited Period Permission) 01-Jul-1997

P/04385/007 RETENTION OF NON ILLIMINATED SIGNS ABOVE GROUND FLOOR WINDOW ON FRONT AND REAR ELEVATIONS.
Approved with Conditions 12-Apr-1994

P/04385/006 CHANGE OF USE OF GROUND FLOOR OFFICE TO SHOWROOM, STORE AND TRADE SALES AREA (AMENDED PLANS RECEIVED 16.03.94)
Approved with Conditions 06-Apr-1994

P/04385/005 CONSTRUCTION OF NEW LIFT SHAFT AND MANSARD ROOF TO PROVIDE ADDITIONAL FLOOR OF OFFICES ERECTION OF TWO LEVEL CAR PARK AND FIVE SINGLE STOREY SHOP UNITS (AMENDED PLANS RECEIVED ON 18.06.91 AND 16.07.91 AND AMENDED PLANS DATED 24.07.91).
Approved with Conditions 11-Apr-1994

P/04385/004 CHANGE OF USE OF GROUND FLOOR FROM SHOWROOM AND STORAGE TO OFFICES (CLASS B1(A))(AMENDED PLANS 10.04.91)
Approved with Conditions 11-Apr-1994

P/04385/003 ALTERATIONS TO EXTERNAL ELEVATIONS AT GROUND FLOOR.
Approved with Conditions 07-Apr-1989

P/04385/002 INSTALLATION OF ILLUMINATED SIGN

5.0 **Consultation**

- 5.1 Neighbours notified of the proposal were:
24, Ladbroke Road, 25 Brook House, 75 High Street, 73 High Street, No's. 1 – 24 Ladbroke House, Chalvey Early Years Centre, Trade Price Pine, YMCA Ladbroke Road, No's. 1 - 38 Brook House, Chalvey Community Centre, 54 Spackmans Way, Slough, SL1 2SA, Thames Valley Community Centre, Chalvey Community Centre, 17a, Ladbroke Road, Slough, SL1 2SR

No letters of objection have been received.

Publicity: In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site and the application has been advertised in The Slough Express on 15th May 2015.

5.2 **Consultees**

5.2.1 **Internal Transport & Highways**

Trip Generation

The change of Use Class for this development would expect to generate fewer trips on the network than the existing Use Class. According to the TRICS database, the proposed third floor construction will generate 33 additional trips per day.

Access

Vehicle access for the proposed property is via the existing front car park. Pedestrian access to the building is proposed via the front car park. The plan drawings show no intention to modify the existing vehicular or pedestrian access; this is acceptable.

There is no footway along the front of the site with High Street Chalvey or with Ladbroke Road and taking into account the residential nature of this application there will be a need for a footway to provide safe access for pedestrian trips to and from the development. The applicant will need to modify the application such that a 2m wide footway is provided along Ladbroke Road and High Street Chalvey in order to connect the front of the site with the pedestrian crossing of High Street Chalvey. The footway works will need to be secured as part of a S278/S38 agreement, with the land for the footway dedicated to the local highway authority to be maintained at the public expense.

Cycle Parking

Access to the cycle parking store is proposed from the rear of the development from the pedestrianised parade. There are a total of 30 cycle racks proposed. The security of the cycle store is limited as it is not accessed from a secure area from within the building and taking into account the appearance of the area today, then I am concerned that there would be a significant risk of theft from the bike store due to the run down nature of the area. On my site visit, one of the vacant shop doors was being repaired having been broken into the previous evening. The access to this cycle store needs to be redesigned to only permit entry from within the proposed development and not as the external add-on that it is currently proposed.

Car Parking

There are 21 no. car parking spaces that the applicant proposes for this development; this includes 2 no. disabled car parking spaces. This is acceptable and it would appear to be suggested in the application that these spaces would be provided for use by the

residential occupiers and shoppers. Taking that into account that residents may find it difficult to find a space within the car park if the shopping centre was revitalised and the shops re-open then overspill parking could occur. Therefore I would request that residents of this development should be excluded from being eligible for receiving an on-street parking permit in any existing or future scheme in the vicinity of the site and this should be secured in the s106 agreement.

This block and the adjoining blocks are identified in the Slough Proposals Map as Shopping Areas and therefore benefit from a parking standard of nil spaces. I note that under the Slough Local Plan the site is within a Local Shopping Area, albeit that all but one of the shops in this block are no longer in operation. Residential units within a shopping area do not require parking to be provided, however I would question whether this site should be viewed slightly different as clearly the site is proposed for comprehensive regeneration and occupancy rates of the shopping units is very low over this block and the adjoining block.

I note that the front wall to the car park has collapsed and is in need of repair, as I would not want to see parking occurring on the green space between the car park and the carriageway. This wall should be repaired as part of the planning application.

Refuse Store

A refuse store is shown in the proposed plans for this application, however it is not within a 10m distance of the public highway and therefore it will need to be relocated closer to the car park access with Ladbroke Road. This will have the advantage of the bin store being located closer to the flat entrance and therefore reducing the walk distance for residents

S106 / S278

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/S38 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The highways schedule includes:

- Construction and dedication as highway maintainable at the public expense, free of charge, a new 2m wide footway including tactile paving and pram crossings along the front of the site with High Street Chalvey and along the Ladbroke Road frontage;
- Removal and / or relocation of pedestrian guard-railing along the High Street Chalvey frontage;

The transport schedule includes:

- Residents of the development will be ineligible to receive on-street parking permits in the vicinity of the site.

Recommendation

Subject to the applicant making changes to the cycle parking and refuse storage, agreeing to repair the boundary wall of the car park and entering into a S106 agreement to secure the highway works and transport obligation I would not raise a highway objection. If the applicant is unwilling to construct the footway and dedicate the land then I would recommend that this application be refused on the following grounds:

- The applicant has not provided suitable pedestrian links between the application site and the highway in the absence of such links there is a danger to pedestrians walking to or from the proposed development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

5.2.2 Environment Agency

No objection to the proposed development, as submitted, subject to the inclusion of the following planning condition. This condition is required to ensure that the development is safe from flood risk. Without its inclusion in any planning permission the proposed development poses an unacceptable risk to people from flooding.

Condition

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated February 2012, ref. 3521 Rev A, and the following mitigation measures as detailed within the FRA and the approved plans (drawing ref. 13/23/111):

1. Provision of a dry path escape ramp above 21.23m AOD.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reasons

Paragraph 103 of the National Planning Policy Framework (NPPF) states that applications for development in areas of flood risk should demonstrate that the development is appropriately flood resilient and resistant, including safe access and escape routes.

Policy CP8 of the Slough Core Strategy (2008) states that development will only be permitted where it is safe from flooding.

The proposed development is located within Flood Zone 3, according to our Flood Map. This zone is defined in the Planning Practice Guidance as land having a high probability of flooding; greater than 1% chance of flooding in any given year.

The implementation of the dry escape ramp before occupation of the residential units is required to ensure safe access and egress from and to the site.

5.2.3 Thames Water

Waste Comments - Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments - Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.

5.2.4 **Crime Prevention Design Advisor, Local Policing**

No comments received.

PART B: PLANNING APPRAISAL

6.0 **Policy Background**

6.1 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 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
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 H11 – Change of Use to Residential
Policy H14 – Amenity Space
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)

7.0 Planning Considerations

7.1 Principle of the Development

- 7.2 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. Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough.
- 7.3 The proposal does not strictly accord with Core Policy 4 of the Core Strategy in that family housing is not being provided for outside of the town centre. However, due to the existing site situation and constraints, it is considered that the site would not be appropriate for the provision of family units given the lack of on site amenity space, and the large forecourt area used for parking and vehicle maneuvering. Furthermore, the upper floors of the existing building appear to be vacant with the conversion of this office space to residential considered to make use of a currently under utilised site.
- 7.4 The application site forms part of the larger site identified for regeneration within the Council's Site Allocations Development Plan Document (DPD). Whilst the current scheme prolongs the life of the building on site and uses on site, and is not a holistic regeneration of the site, as envisaged by this DPD, it is considered that the proposal does not jeopardise the sites capacity in the future to be regenerated in accordance with the policies and objectives of this DPD. In addition, the proposal includes changes to the external appearance of the building which will be render and timber boarding. This is considered to bring significant visual enhancement in the short term which will have a positive impact on the appearance of the area.
- 7.5 Furthermore, there has been a previous approval (P/04385/011, Dated 13th April 2012) by Planning Committee for the change of use from offices (B1a) to residential (C3) by converting existing offices at first and second floor into 8no. one bedroom and 6no. two bedroom flats. The nature of this scheme is similar in terms of external appearance alterations, although this proposal has been amended to include a third storey to accommodate the provision of additional residential units.
- 7.6 It should also be noted that the change of use of offices to flats can be carried out under permitted development, and the Applicant has previously applied for a determination as to whether the prior approval of the Local Planning Authority will be required. Prior approval was not required and the application submitted indicated that a scheme for 20 no. flats could be delivered under permitted development for the first and second floor.
- 7.7 The total number of flats proposed, the mixture and size of units would be acceptable in this location.

7.8 The submitted drawings show the retention of commercial units on the ground floor. Such a use is considered to be acceptable in this location having regard to Core Policy 5 of the Core Strategy.

7.9 Therefore, the principle of the development, on balance, is considered to be acceptable.

8.0 **Impacts to Neighbouring Properties**

8.1 The proposal involves mainly internal alterations to the existing building with minor exterior façade changes and the inclusion of an external bin store and cycle store. The surrounding area displays primarily commercial or community uses with the nearest residential properties located on the adjoining building. These residences are located at the first floor. The height will be increased from 9m to 12.8m to accommodate the third floor.

8.2 The eastern flank wall of the existing building would be located 10 metres from the flank wall of the neighbouring building. Proposed habitable room windows would be located 10 metres (at their closest point) to existing habitable room windows on the neighbouring building. Whilst this is not in strict accordance with the Council's policies on separation distances, the proposal is considered acceptable, on balance, for the following reasons:

8.2.1 The proposal is not located in a traditional residential setting;

8.2.2 The corridor between the two facing flank walls is a thoroughfare for the public to access ground floor commercial uses. By its very nature, this portion of the site lacks a high level of privacy, evident by existing neighbouring residential flats having closed curtains or netted curtains covering windows;

8.2.3 The proposal limits the amount of habitable room windows to five along this flank wall.

8.3 Given that the existing building is set well back from the street, and has a large separation distance from other neighbouring sites, the proposal is not considered to adversely affect other surrounding properties to the north, south, and west.

8.4 The car park area dominates the front yard of the application site, and given the large pedestrian thoroughfares through the site and ground floor commercial uses, there is the potential for some noise disturbance to the proposed units. A condition of planning permission is recommended requiring details of noise insulation from these external noise sources.

9.0 **Design, appearance, and impacts upon the street scene**

9.1 The proposal is set well back from the street with the existing car park located between the building and the street. The building itself is prominent due to the openness of the site and being bounded on two other boundaries by narrower roads. However, the proposal will have only minor changes to the outward appearance of the building, with the addition of a bin store and cycle store.

9.2 In terms of providing the additional floor, the height will increase from 9m to 12.8m, this is not considered to be a detrimental increase and as such the proposal is not considered to harm the street scene.

- 9.3 The materials used for the proposal as labeled on the plans will be render and timber boarding. A condition is recommended requiring the submission of details of materials to ensure that the proposal is built in acceptable materials, sample panels should be submitted.
- 9.4 The changes to the external appearance for the residential units, includes windows and inserts to the façade to block up parts of the walls where windows used to exist. These exterior changes are considered to fit in with the overall design and appearance of the neighbouring site to the east and would not look out of place when viewed in context with the neighbouring site.

10.0 **Living Conditions for Future Occupiers**

- 10.1 The assessment of living conditions for the future occupiers can be considered in relation to aspect from habitable room windows, light and sunlight, room/flat sizes, airborne noise and amenity space.

Aspect, Light and Sunlight

- 10.2 The size, shape and orientation of the existing building coupled with the buildings depth and that it has a long northern elevation gives rise to the site have unique constraints with regards to the proposal and access to light. The proposal has been designed to ensure that habitable rooms are all served by a window.
- 10.3 It is considered that all the proposed flats have adequate outlook as the existing building is well separated from neighbouring sites and that outlook from these aspects would provide a sense of spaciousness.
- 10.4 Given that only five number of flats on each floor will have a northern aspect, and that this aspect is unobstructed given the isolated siting of the existing building, on balance, the proposal is considered to be acceptable.

Flat/Room Sizes

- 10.5 The proposal is considered to provide adequate flat and room sizes and layouts given the constraints of the existing building when considered in context with the Council's Guidelines for Flat Conversions 1991.

Airborne Noise

- 10.6 Noise disturbance can occur from adjoining flats and from the ground floor commercial uses. Noise insulation of flats between floors is covered at the Building Regulations stage. Transmission of external noise requires a planning condition to ensure that maximum internal noise levels within habitable rooms during the day and night are not exceed. This will be determined in accordance with the most up to date guidance at the time of receiving information to discharge the condition.

Amenity Space

- 10.7 No amenity space is provided for on site. This situation is considered to be acceptable given the nature of the development converting an existing commercial building to residential flats and the limited opportunities on site to provide any meaningful amenity space. Amenity space for family units is fundamental to providing quality housing. In this instance, these flats are not considered to be for family use with the likely future occupiers to be single adults or young couples. There is however a play ground within 200m, north-west of the site that is easily accessible to future occupiers of the proposal.

It is considered that the proposal would comply with Core Policy 8 of the Core Strategy, Policy H14 of The Adopted Local Plan for Slough and the National Planning Policy Framework.

11.0 **Highway / Parking Implications**

- 11.1 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.
- 11.2 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.
- 11.3 The Council's Transport and Highways Team have assessed the application and detailed comments can be found with the Highways and Transport Section of this report.
- 11.4 Vehicle access for to the site is via the existing front car park. Pedestrian access to the building is proposed via the front car park. The drawings show no intention to modify the existing vehicular or pedestrian access, this is considered to be acceptable.
- 11.5 There is no footway along the front of the site with High Street Chalvey or with Ladbrooke Road and taking into account the residential nature of this application there will be a need for a footway to provide safe access for pedestrian trips to and from the development. The Applicant will need to modify the application such that a 2m wide footway is provided along Ladbrooke Road and High Street Chalvey in order to connect the front of the site with the pedestrian crossing of High Street Chalvey. The footway works will need to be secured as part of a S278/S38 agreement, with the land for the footway dedicated to the local highway authority to be maintained at the public expense. This is to be agreed with the Applicant.
- 11.6 Access to the cycle parking store is proposed from the rear of the development from the pedestrianised parade. There are a total of 30 cycle racks proposed. The security of the cycle store is limited as it is not accessed from a secure area from within the building, as such a condition has been attached requiring amendments to ensure the cycle storage is secure and to only permit entry from within the proposed development.
- 11.7 There are 27 no. car parking spaces and this includes 2 no. disabled car parking spaces. This is acceptable as these spaces would be provided for use by the residential occupiers and shoppers of the commercial units at ground floor. Taking that into account that residents may find it difficult to find a space within the car park if the shopping centre was revitalised and the shops re-open then overspill parking could occur. Therefore it has been requested that residents of this development should be excluded from being eligible for receiving an on-street parking permit in any existing or future scheme in the vicinity of the site and this should be secured in the Section 106 Agreement.
- 11.8 A refuse store is shown on the submitted plans, however it is not within a 10m distance of the public highway and therefore it will need to be relocated closer to the car park access with Ladbrooke Road. This will have the advantage of the bin store being located closer to the flat entrance and therefore reducing the walk distance for residents. As a result, a condition has been attached to reflect the latter.

12.0 **Affordable Housing and Education**

- 12.1 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.
- 12.2 Whilst the proposal would be for 30 no. flats, the permitted development scheme was for up to 20 no. flats. As such, the net increase in flats proposed through the planning application scheme would be 10 no. This would fall below the normal 15 no. unit threshold where contributions for education and affordable housing would normally be sought. It is considered that it would be unreasonable to seek contributions for affordable housing and education on this basis. This approach has been taken in relation to other similar developments, such as Cornwall House, 9-15 High Street and Wellington House.

13.0 **Flood Risk**

- 13.1 The site and immediate surroundings to the north of the High Street is located within flood zone 3. The Applicant has submitted a flood risk assessment and a supporting plan showing a proposed dry path escape route.
- 13.2 The proposal does not incorporate any additional habitable room space at ground floor level given the proposed flats are at first, second and third floor. The only additional building at ground floor will be a bin store and cycle store.
- 13.3 The Environment Agency has been consulted and have raised no objection to the proposal subject to a condition. As such, it is considered that the proposal would not be considered to affect the existing flood zones, nor would the proposed accommodation be at risk from flooding.
- 13.4 As the application was submitted in March 2015, it would not require a sustainable drainage design.

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

15.0 **Summary**

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 Having considered the relevant policies and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for formal determination following resolving highway and transport matters, finalising of conditions and completion of a Section 106 Agreement.

PART D: CONDITIONS

List of draft conditions:

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

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

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

- (a) Site Location Plan, Dated April 2014, Recd 09/03/2015
- (b) Drawing No. 08/38/105, Dated February 2012, Recd 09/03/2015
- (c) Drawing No. 13/23/110, Dated FEB 2015, Recd 09/03/2015
- (d) Drawing No. 13/23/111, Dated FEB 2015, Recd 09/03/2015
- (e) Drawing No. 13/23/112, Dated FEB 2015, Recd 09/03/2015
- (f) Drawing No. 13/23/113, Dated FEB 2015, Recd 09/03/2015

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

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.

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 Local Adopted Plan for Slough 2004.

4. The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secured by Design' accreditation awarded by Thames Valley Police.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework.

5. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated February 2012, Ref. 3521 Rev A, and the following mitigation measures as detailed within the FRA and the approved plans (drawing ref. 13/23/111):

1. Provision of a dry path escape ramp above 21.23m AOD.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON The implementation of the dry escape ramp before occupation of the residential units is required to ensure safe access and egress from and to the site, in accordance with Paragraph 103 of the National Planning Policy Framework (2012) and Core Policy 8 of the Slough Core Strategy (2008).

6. No development shall commence until details of wall and floor sound insulation for the flats hereby approved has been submitted to the Local Planning Authority and approved in writing. Once approved, the approved details shall be implemented prior to the first occupation of the flats, and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON To protect the occupiers of the flats from internal noise transmission in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

7. No part of the development shall be commenced until a refuse and recycling store has been located within 10m drag distance of the public highway and has been provided in accordance with the standards set out in the Slough Developers Guide, details of the refuse and recycling store should be submitted to and approved 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 To ensure that adequate refuse storage is provided to serve the development and can be adequately and safely accessed, in accordance with the Part 4 of Slough Developers Guide.

8. No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) during the construction have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

9. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - (i) control of noise
 - (ii) control of dust, smell and other effluvia
 - (iii) control of surface water run off
 - (iv) site security arrangements including hoardings
 - (v) proposed method of piling for foundations
 - (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. No part of the development shall commence until details showing the provision of a secure cycle store for 30 no. cycles and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

Reason: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards, in accordance with Policy T8 of Slough Local Plan, 2004.

11. The car park boundary wall to the indicated on the plans, to be submitted to and in approved in writing by the local planning authority, shall be repaired prior to the initial occupation of the development hereby permitted and the said boundary treatment shall be maintained in its permitted form in perpetuity.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

12. No development shall commence until a noise impact survey and a scheme which shall include details of window and ventilation specifications for protecting the future occupiers of the flats hereby approved from road traffic noise has been submitted to the Local Planning Authority and approved in writing. Once approved, all measures that form part of the scheme approved by the Local Planning Authority shall be implemented prior to the first occupation of the development, and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON In the interests of the living conditions for future occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document.

INFORMATIVE(S):

1. 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.
2. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
3. 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.
4. 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.

5. 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.
6. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
7. 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.
8. 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.
9. 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.