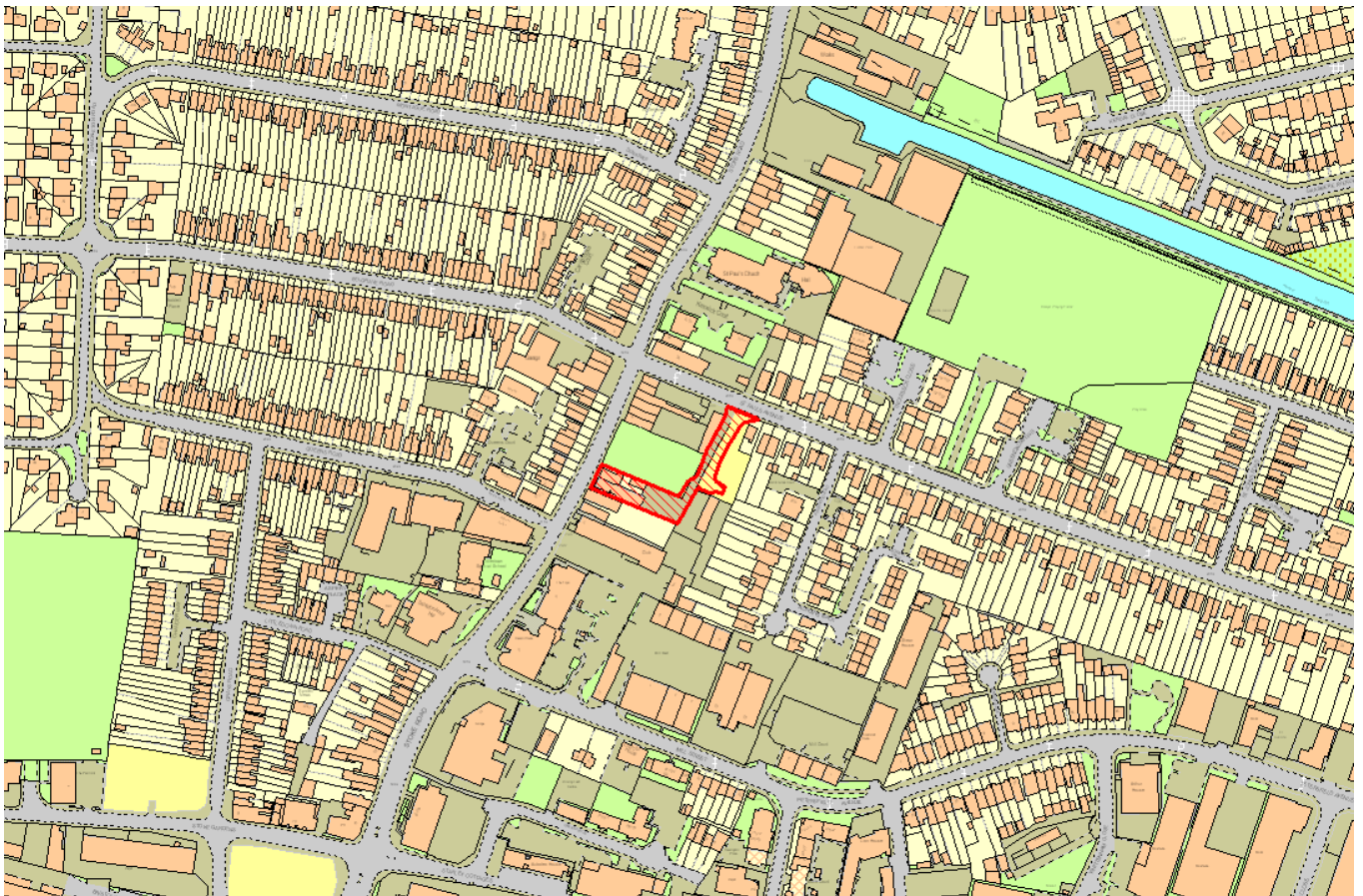


<b>Registration Date:</b>	15-Jul-2015	<b>Applic. No:</b>	P/03678/018
<b>Officer:</b>	Mr Smyth	<b>Ward:</b>	Central
<b>Applicant:</b>	Mr. AA & Sons Limited	<b>Applic type:</b>	Major
<b>Agent:</b>	Mr. Christopher Wickham, Christopher Wickham Assocs 35, High Street, Highgate, London, N6 5JT	<b>13 week date:</b>	14 <sup>th</sup> October 2015
<b>Location:</b>	76-78, Stoke Road, Slough, SL2 5AP		
<b>Proposal:</b>	Demolition of existing buildings and construction of a 5 storey building to provide 24no. flats plus 320 sq metres of ground floor retail floorspace together with ancillary car parking and servicing. Outline planning application with all matters reserved for subsequent approval.		

**Recommendation:** Delegate to the Planning Manager



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager, for resolution of outstanding sustainable drainage matters, finalising conditions completion of a S106 Agreement and final determination.
- 1.2 Having considered the relevant Policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 This is an outline planning application for “demolition of existing buildings and construction of a 5 storey building to provide 24 no. flats plus 320 sq metres of ground floor retail floorspace together with ancillary car parking and servicing”. Details relating to appearance, means of access, landscaping, layout and scale have been reserved for subsequent approval.
- 2.2 The application is accompanied by a design and access statement together with illustrative floor plans, elevations and sections. Members are advised that being illustrative the plans are not binding on the applicant as part of planning permission which may be granted, but are submitted as a means of establishing an appropriate level of development and to allow the Council to set out appropriate planning parameters to control the scale and nature of the development.
- 2.3 The outline scheme has been modelled on the basis of the approved scheme of development on the neighbouring site at 94 – 102 Stoke Road which was granted planning permission on 2nd June 2014, following protracted negotiations with minor amendments to the scheme subsequently approved on 21st January 2015. A further planning application for minor amendments to the scheme has been submitted and is under consideration. In terms of its siting scale massing bulk layout form design and appearance, it reads as an integral part of that scheme or extension to it.
- 2.4 The building is 5 storeys high, with the top floor being set back. Given the substantial level difference between Stoke Road and the rear of the site, the fourth floor on the Stoke Road frontage is set back from the Stoke Road frontage and substantially set back from the rear of the site, to reduce its impact. This reflects the pattern of development as was approved on the neighbouring site to the north. Also as per that scheme, vehicular access to the site is at lower ground floor level, via a proposed rear service road providing car parking undercroft of the building for 17 no. cars (including 3 no. disabled spaces) together with servicing and bin store and cycle storage provision. The car park is designed to operate in conjunction with the proposed neighbouring development scheme to the north and will be utilising a one way internal circulation.

2.5 At upper ground floor level, a retail unit of 320 sq m is proposed on the Stoke Road frontage and there are two X 1 bed flats to the rear of the building. On each of the first and second floors there are 4 no. X 1 bed and 2 no. X 2 bed flats and on the third floor there are 5 no. X 1 bed and 1 no. X 2 bed flats. At fourth level there are 4 no. X 1 bed flats.

### 3 Application Site

- 3.1 The application site is situated on the east side of Stoke Road and is a roughly triangular site which dimensions 15 metres in width X 60 metres in depth. Vehicular access to the site is available from the rear. Currently the site is occupied by a single building with a half hipped roof. The building scales two storeys on the Stoke Road frontage and three storeys at the rear, reflecting a substantial fall in the land from west to east across the depth of the site. At ground floor on the Stoke Road frontage there are two retail units with residential on the first and second floors. To the rear of the building there are two substantial outbuildings together with a shipping container, providing storage for the shops with the remainder of the site being hard surfaced and used for parking and servicing.
- 3.2 Immediately to the north of the site is a vacant site which has planning permission for a mixed residential and retail development and is enclosed by hoardings. To the south of the site are two buildings with retail uses on the ground floor and residential above. As with the application site both buildings scale two storeys on the Stoke Road frontage and two/three storeys to the rear. Rear extensions have been constructed to both properties. As with the application site the rear has been hard surfaced and is used for parking and servicing.
- 3.3 To the west on the opposite side of Stoke Road are two storey Victorian cottages. To the east of the site is a rear service track separating the site from a car repair and body workshop with the rear gardens of residential properties in Fleetwood Road beyond.
- 3.4 The site lies outside but on the fringe of the town centre area. The immediate surroundings are characterised by a mix of residential and quasi commercial uses. The overall impression is one of gradual decline.

### 4 Relevant Site History & Background

4.1

P/03678/012 Proposal:	14-Apr-1986	08-Aug-1986	Approved with Conditions INSTALLATION OF ILLUMINATED FASCIA SIGN.
P/03678/016 Proposal:	28-Oct-1991	29-Nov-1991	Approved with Conditions USE OF GROUND FLOOR UNIT AS (CLASS A2) OFFICES
P/03678/011 Proposal:	16-Jan-1986	03-Mar-1986	Refused CHANGE OF USE OF FIRST FLOOR FLAT TO OFFICES
P/03678/015	01-Dec-1989	12-Feb-1990	Approved with Conditions

Proposal:	CHANGE OF USE FROM CAR HIRE TO SHOP (A1)		
P/03678/008 Proposal:	24-Apr-1980	07-Jul-1980	Refused CHANGE OF USE OF FIRST FLOOR FROM RESIDENTIAL TO OFFICE
P/03678/010 Proposal:	06-Dec-1985	03-Feb-1986	Approved (Limited Period Permission) RELAXATION OF CONDITION 2 OF PLANNING CONSENT P3678/09 TO ALLOW THE CHANGE OF USE OF GROUND FLOOR AND BASEMENT TO CAR HIRE RECEPTION AND OFFICE WITH CAR PARKING AT THE REAR.
P/03678/014 Proposal:	22-Jun-1989	17-Jul-1989	Approved with Conditions CHANGE OF USE TO A PRIVATE CAR HIRE BUSINESS BY RELAXATION OF CONDITION NO. 2 OF P/03678/009.
P/03678/009 Proposal:	09-Sep-1985	21-Oct-1985	Approved with Conditions USE OF GROUND FLOOR UNIT AS CLASS A2 OFFICES/INSURANCE FINANCIAL SERVICES.
P/03678/013 Proposal:	16-Sep-1988	31-Jan-1989	Approved with Conditions RELAXATION OF CONDITION NO. 1 OF PLANNING PERMISSION P/3678/10 TO ALLOW PERMANENT USE OF THE GROUND FLOOR AND BASEMENT AS A CAR HIRE OFFICE.
P/03678/017 Proposal:	11-Jan-1995	20-Mar-1995	Invalid Application ERECTION OF TEMPORARY USE OF OFFICE FOR CAR SALES

In addition to the planning history relevant to the application site, the recent planning history for the neighbouring site to the north at 94 – 102 Stoke Road, the development of which is intrinsic to the redevelopment of this site is also important to note:

P/01295/009, ERECTION OF A PART 5/PART 4/ PART 2 STOREY BUILDING COMPRISING 55 NO. APARTMENTS (46 NO. ONE BEDROOM, 5 NO. TWO BEDROOM AND 4 NO. THREE BEDROOM), 2 NO. GROUND FLOOR RETAIL UNITS PROVIDING 420 SQ M OF A1 RETAIL FLOORSFACE, TOGETHER WITH UNDERGROUND UNDERCROFT PARKING FOR 38 NO. CARS / CYCLE PARKING, AMENITY SPACE / LANDSCAPING AND CONSTRUCTION OF REAR SERVICE ROAD

Approved 04-Jun-2014

P/01295/010, APPLICATION FOR VARIATION OF CONDITIONS 02 (APPROVED DRAWINGS) AND 11 (SCOOTER & BICYCLE PARKING) TO ALLOW A MINOR MATERIAL AMENDMENT TO PLANNING PERMISSION REFERENCE P/01295/009 DATED 04/06/2014 FOR:

SETTING BACK OF SOUTH EASTERN CORNER OF BUILDING  
FROM REAR SERVICE ROAD (GROUND & UPPER GROUND  
LEVELS)  
CHANGES TO LAYOUT OF UNDERCROFT PARKING  
UNITS 2, 3 & 4 MOVED WESTWARDS  
UNITS 2 AND 3 MARGINALLY REDUCED IN SIZE  
EAST FACING LIVING ROOM WINDOW TO PLOT 2 WIDENED  
BALCONIES TO PLOTS 10 & 11 WIDENED (FIRST FLOOR LEVEL)  
DEEPER OVERHANG AT UPPER LEVELS ABOVE GROUND AND  
LOWER GROUND FLOORS ON EASTERN SIDE.

- 4.2 The application site along with other sites in Stoke Road were previously identified as commercial redevelopment sites in the previous Adopted Local Plan. Although, these proposal sites were not carried forward within the current Adopted Local Plan, the aim of achieving long term comprehensive regeneration of the area has remained a broad objective of the Council.

## **5 Neighbour Notification**

- 5.1 Neighbours Consulted: The Occupier, 70b, Stoke Road, Slough, SL2 5AP  
The Occupier, 74a, Stoke Road, Slough, SL2 5AP  
The Occupier, 74, Stoke Road, Slough, SL2 5AP  
The Occupier, 72b, Stoke Road, Slough, SL2 5AP  
The Occupier, Todays Newsmarket, 72, Stoke Road, Slough, SL2 5AP  
The Occupier, 72a, Stoke Road, Slough, SL2 5AP  
The Occupier, 67b, Stoke Road, Slough, SL2 5BJ  
The Occupier, 67a, Stoke Road, Slough, SL2 5BJ  
The Occupier, 69a, Stoke Road, Slough, SL2 5BJ  
The Occupier, 69b, Stoke Road, Slough, SL2 5BJ  
The Occupier, 71, Stoke Road, Slough, SL2 5BJ  
The Occupier, 73a, Stoke Road, Slough, SL2 5BJ  
The Occupier, 73, Stoke Road, Slough, SL2 5BJ  
The Occupier, 75a, Stoke Road, Slough, SL2 5BJ  
The Occupier, 75, Stoke Road, Slough, SL2 5BJ  
The Occupier, 77a, Stoke Road, Slough, SL2 5BJ  
The Occupier, 77, Stoke Road, Slough, SL2 5BJ  
The Occupier, 79a, Stoke Road, Slough, SL2 5BJ  
The Occupier, 79, Stoke Road, Slough, SL2 5BJ  
The Occupier, 81a, Stoke Road, Slough, SL2 5BJ  
The Occupier, 81, Stoke Road, Slough, SL2 5BJ  
The Occupier, 12a, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 12, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 14, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 14a, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 10b, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 10, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 10a, Fleetwood Road, Slough, SL2 5ET

The Occupier, 8, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 6b, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 6, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 6a, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 4, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 4a, Fleetwood Road, Slough, SL2 5ET  
The Occupier, 2, Fleetwood Road, Slough, SL2 5ET  
The Occupier, Dobsons Timber & Builders Merchant, 104-106  
Stoke Road, Slough, SL2 5AP,  
The Occupier, 106, Stoke Road, Slough, SL2 5AP  
The Occupier, 108, Stoke Road, Slough, SL2 5AP  
The Occupier, 110, Stoke Road, Slough, SL2 5AP  
The Occupier, 110a, Stoke Road, Slough, SL2 5AP  
The Occupier, 112, Stoke Road, Slough, SL2 5AP  
The Occupier, Stephen Williams Partnership, St. Pauls House  
114, Stoke Road, Slough, SL2 5AP  
The Occupier, Motorcare, 2a, St. Pauls Avenue, Slough, SL2 5ES  
The Occupier, 4, St. Pauls Avenue, Slough, SL2 5ES  
The Occupier, 3, St. Pauls Avenue, Slough, SL2 5EX  
The Occupier, 1, St. Pauls Avenue, Slough, SL2 5EX

Notices placed on site  
Notice published in local press

NO OBJECTIONS RECEIVED

## 6 Consultation

### 6.1 Highways and Transport

This is an outline planning application with all matters reserved for the redevelopment of 76-78 Stoke Road. The proposal is to demolish an existing building containing 94m<sup>2</sup> of A1 retail floor space and 194m<sup>2</sup> of B8 storage floor space and 4 x2 bedroom flats. In its place it is proposed to provide a new development containing 245m<sup>2</sup> of A1 retail floor space, 75m<sup>2</sup> of storage and 24 flats of which there will be 19x1 bed + 5x2 bedroom flats.

The site is located on Stoke Road and form part of the Stoke Road Neighbourhood Centre.

The proposed scheme drawings for this development are illustrative. However the scheme proposed is very similar in design to that consented for 94-102 Stoke Road. The proposed car park is shown to directly link into that of 94-102 Stoke Road, but as the two sites are not owned by the same developer then the proposed scheme for 76-78 Stoke Road has to work in its own right in terms of design, layout and access.

#### *Trip Generation*

The proposed development will lead to an increase in trip generation both as a result of the retail development and resulting from the residential development. The

applicant has not provided any information about the existing or proposed trip generation, therefore trip rates have been derived from the TRICS database. No consideration has been given to the B8 storage space as this is considered to be ancillary to the retail space. The existing trip generation to the site is 220 vehicle trips for the A1 retail floor space and 16 trips for the existing flats, which equates to a total trip level of 236 vehicle trips per day. The trip generation for the proposed development for the retail floor space based on A1 food retail use is 576 vehicle trips per day and 89 trips per day for the residential, which equates to 665 vehicle trips per day. The net increase in daily vehicle trips is 429, which could have a significant impact on traffic flow on Stoke Road.

### *Car Parking*

As the site is located within a shopping area then the minimum parking standard is nil parking spaces. The applicant seeks to construct a building containing 24 flats and provide 17 parking spaces of which 3 of the proposed spaces are for disabled users. It should be noted that the aisle width in front of parking space no. 39 is well below 6m and therefore the space can be considered as unusable. In addition the cycle parking layout means that the 3 disabled parking spaces do not comply with the standard dimensions. Therefore only 16 spaces are usable giving a total parking provision of 0.67 space per flat, with no parking provided for the retail development.

The applicant is requested to provide clarification on the location of columns in the car park as part of the reserved matters application. There is a concern that the location of columns could make some of the parking spaces difficult to access. The car park must be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays. In order to demonstrate this it is necessary to submit a dimensioned car park layout for approval. This requirement should not be made as a planning condition for approval, if the parking provision is a critical factor for the approval of this scheme.

### *Access and Rear Service Road*

The developer proposes to access the site using the rear service road to which it is shown on the drawings to be constructed and ready for use for this development. This road has neither yet been built nor is it known whether the developer has control of the land in order to be able to build the service road. The applicant must enter into a s106 agreement to build this service road for this development. The existing track leading to the site is not of sufficient standard to provide access to this development. Once constructed to an adoptable highway standard the rear service road will need to be dedicated to the local highway authority free of charge to be maintained at the public expense. The service road:

- will need to be extended to the southern edge of the development and that the full area dedicated to the local highway authority to accord with Policy T13 of the Slough Local Plan that covers road widening schemes;
- all of the land to the edge of the building fronting the service road will need to be dedicated to the local highway authority to ensure that the full width of the service road and footways can be provided. Whilst the carriageway of the service road is shown as a width of 4.8m this is only a temporary situation

- until the remainder of the land is secured;
- The drawings currently show some gates over the proposed service road, these are unacceptable and need to be deleted from the drawings. All of the land required for the service road should be dedicated at this time so that there is no delay to the completion of the service road as and when other sites come forward; and
  - The service road will need to be built prior to commencement of development as the current track is of insufficient standard to enable safe access to the site for development.

The submitted drawings show vehicular access to the car park and to the retail loading bay from the service road, but the proposals are currently unacceptable as they do not provide sufficient vehicle visibility splays of 2.4m x 43m or pedestrian visibility splays of 2.4m x 2.4m from the back edge of the footway either side of each vehicular access. The proposed vehicular access to the car park is also unacceptable as too narrow for two way vehicular access.

#### *Servicing / Loading*

The proposed loading bay measures 4.6m wide by 11m long, which is just long enough for a rigid heavy goods vehicle, which measure 10m long. The location of the bay requires service vehicles to reverse in excess of 20m which is unacceptable, with the maximum acceptable reversing length set out in Manual for Streets as 12m. The location of the servicing bay will need to be reconsidered and redesigned as part of the reserve matters application or deleted altogether as service vehicles should be able to park on the service road in the future for loading and unloading.

No servicing / unloading shall be undertaken from Stoke Road, all servicing shall be undertaken from the rear service road.

#### *Stoke Road Widening Line*

Land to the front must be provided for the Stoke Road widening line and to the rear for the Stoke Road rear service road. I note the drawings show "Vent Over" the land at the front to be dedicated and I am not clear what this means and therefore this should be clarified.

#### *Cycle Parking*

The drawings show the provision of 46 cycle parking spaces, but most of them are inaccessible. Given that car parking provision is well below 1 space per unit then individual cycle stores measuring 1m x 2m must be provided for residents. These provide high quality cycle stores and other similar developments have recently provided cycle parking to this standard.

#### *Refuse/Recycling*

The refuse storage for the residential development is shown in a store close to the site access. Waste storage should be provided on the following criteria:

- Residual waste provided at 97 litres per flat; and
- Recycling capacity provided at 53 litres per flat.

A total of 2,328 litres is required for residual waste and 1,272 litres of recycling is



required. Based on eurobin sizes of 1100 litres then at least 4 bins are required – 2 for residual waste and 2 for recycling.

### *S106 / Mitigation*

The proposed development will lead to a significant increase in vehicle trips compared to the existing use and therefore this increase will need to be mitigated. As the scheme is affected by the Stoke Road widening line it is considered that construction and dedication of land to widen the footway along Stoke Road and the construction and dedication of the rear service road is suitable mitigation for this site.

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

The highways schedule includes:

- Temporary access point;
- Installation of crossover / junction;
- Reconstruct the footway fronting the application site;
- Installation of street lighting modifications as necessary;
- Drainage connections;
- Highway delineation boundary;
- Construction and dedication as highway maintainable at the public expense, free of charge, the widened footway along Stoke Road;
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas
- Construction and dedication as highway maintainable at the public expense, free of charge, the rear service road and associated infrastructure and turning areas

Ideally the applicant should prepare a s278 Adoption Layout (Slough Borough Council Drawing Number 8/27/\*\*P1) to show the works required. This plan should be appended to the s106 and correspond to the Highway Works Schedule.

The contributions and other obligations schedules:

- £3,000 implementation of traffic regulation orders (prior to commencement);
- Residents of the development will be ineligible to apply for on-street parking permits.

### *Recommendation*

Subject to the applicant entering into a S106 and S278 agreement and the securing of the conditions and informatives I would not raise a highway objection.

## 6.2 **Neighbourhood Enforcement**

No comments received to date. Any comments received will be reported on the Amendment Sheet

## 6.3 **Environmental Quality**

No comments received to date. Any comments received will be reported on the Amendment Sheet

However, in line with other recent residential housing schemes and as part of any decision given electric charging points will be required.

#### 6.4 **Land Contamination**

No comments received to date. Any comments received will be reported on the Amendment Sheet

#### 6.5 **Housing Development**

As per the Update in the Developers Guide, commuted sum contributions

##### **Full Scheme**

<b>Unit Type</b>	<b>Full scheme</b>	<b>At 30%</b>	<b>Funding Shortfall</b>	<b>Total Funding Shortfall</b>
1BF	19	5	£39,600	£198,000
2BF	5	2	£46,200	£92,400
Total	24	7		

Total commuted sum payable

**£290,400**

#### 6.6 **Drainage Engineer**

The Council's Drainage Engineer has advised that given that this is an outline planning application that a drainage strategy is required to demonstrate that the site can be suitably drained using SUDs.

### **PART B: PLANNING APPRAISAL**

#### 7.0 **Policy Background**

7.1 The application will be assessed against the following policies:

#### 7.2 The National Planning Policy Framework (NPPF) 2012

In its overarching Core Principles the National Planning Policy Framework states that 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..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing

should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.....To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

7.3 Local Development Framework, Core Strategy 2006-2026, Development Plan Document December 2008

- 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 9 (Natural & Built Environment)
- Core Policy 12 (Community Safety)

7.4 Adopted Local Plan for Slough 2004

- H7 (Town Centre Housing)
- H14 (Amenity Space)
- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- OSC17 (Loss of Community, Leisure or Religious Facilities)
- T2 (Parking Restraint)

7.5 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

7.6 The main planning considerations are considered to be:

- Principle of development
- Design and Street Scene Impact
- Impact on neighbouring Uses/Occupiers
- Transport, highways and parking
- Housing Mix and Affordable Housing
- Housing Quality
- Air Quality/Electric Car Infrastructure
- Flood Risk & Sustainable Drainage System
- Land Contamination
- S106 Requirements

## 8.0 **Principle of Development**

8.1 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a “golden thread running through both plan making and decision taking”. In respect of decision taking this means inter alia approving development proposals that accord with the development plan without delay.

Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals being:-

- Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk, the reuse of existing resources and the encouragement for using renewable resources
- Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value
- Actively manage patterns of growth to make the fullest possible use of Public Transport, walking and cycling, and focus significant development to locations which are or can be made sustainable.

8.2 At paragraph 49 in respect of delivering a wide choice of high quality homes it states that housing applications should be considered in the context of the presumption in favour of sustainable development.

8.3 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.

8.4 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character

and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.

- 8.5 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.
- 8.6 The site in question falls within the Stoke Road neighbourhood shopping area, and is located within a highly sustainable location within easy walking distance of the town centre with its shops and facilities and the train and bus stations. In terms of the sites context, it is located within a mixed area which includes existing and proposed high density residential schemes and is an area which is undergoing much needed change and regeneration with inward investment. Such regeneration is both welcomed and supported. It is further considered that in terms of viability that for any scheme of development to support infrastructure requirements including the provision of affordable housing land for road widening across the Stoke Road frontage and the provision of a rear service road, that a high density scheme would be necessary.
- 9.0 **Design and appearance on the character of the area**
- 9.1 The National Planning Policy Guidance, in its overarching Core Planning principles state that 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 ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildings .....housing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.*
- 9.2 Core Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:
- a) be of a high quality design that is practical, attractive, safe, accessible and adaptable
  - b) respect its location and surroundings
  - c) 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 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact,

relationship to nearby properties, relationship to mature trees, and relationship to water courses.

- 9.4 The general approach to development is considered acceptable, although as this is an outline planning application with matters of appearance layout and scale reserved for subsequent approval. However, a number of detailed illustrative plans, including elevations, have been submitted which show how the scheme could be implemented. It is shown as an extension to/integral part of the neighbouring development at 94 -102 Stoke Road, for which planning permission has been granted, but is not yet implemented. The proposed development maintains a similar appearance, including heights set backs, external finishing and fenestration.
- 9.5 Under normal circumstances the scale bulk and massing of the development would need to address its surroundings, particularly given the existing of two/three storey buildings immediately abutting the site to the south, against which a development of the scale being proposed would look at odds in terms of the general street scene. However, this principle was accepted in relation to the neighbouring site to the north at 94 – 102 Stoke Road, whereby a similar scale of development has been approved and which sits between existing developments which are only 2/3 storeys in height. Furthermore, in this instance the redevelopment of the site in terms of its siting design height scale bulk and massing needs to be considered having regard to the bigger picture vis a vis the scheme approved on the neighbouring site at 94 – 102 and the likelihood of other sites to the south coming forward for redevelopment in the future and the need to support the regeneration of this part of Stoke Road. The applicants have adopted a design solution for the site which has been tried and tested in relation to the neighbouring site to the north. Nonetheless, no final decision can be made on the application in terms of its design and appearance until a Reserved Matters application has been submitted. Indeed neither can the proposed development be implemented unless it forms part of the larger development on the neighbouring site at 94 – 102 Stoke Road immediately to the north. For this to be achieved it will be necessary for a Section 106 Agreement requiring that both sites to be developed together, as a single development.

### **Impact on neighbouring Uses/Occupiers**

- 10.1 As stated above, in the National Planning Policy Statement Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals and include that planning should:
- *Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.*

Core Policy 8 of the Slough Local Development Framework Core Strategy states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will:

*b) respect its location and surroundings.*

Policy EN1 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms

of.....*relationship to nearby properties*.....

10.2 The following potential impacts are identified:

- a) Potentially overbearing and overly dominant outlook for the occupiers of the residential units in Fleetwood Road to the rear of the site on the eastern side of the development site. However, at its closest point the development is approximately 33 metres from the rear garden boundaries of the properties in question and approximately 55 metres from the rear elevations of the properties in question.
- b) Potentially overbearing and overly dominant outlook for the residential occupiers of the first/second floor residential units above the retail units in the neighbouring properties at 72 – 74 Stoke Road. The site being due north of the neighbouring properties would not result in any loss of sunlight to the windows located in the rear of the flats, however it will result in some loss of light to those windows. There would also be a breach of a 45 degree line of sight when measured from the first/second floor rear facing windows resulting in an overbearing impact for the occupiers of the flats in question. However, the central portion of the development is restricted to two storeys in height in line with the scheme approved on the neighbouring site. This will provide some relief to the neighbouring residential occupiers at 74 Stoke Road, although, any overbearing impact would not extend to the area at the rear of the flats as this is laid out as hardstanding for parking and servicing. Whilst no planning history can be found for the two storey rear extension which exists at no. 74 Stoke Road, by reference to aerial maps it is clear that the extensions in question have been in existence for more than four years.

Whilst, the impact on living conditions of neighbouring residential occupiers would normally be sufficient grounds to warrant a refusal of planning permission, in this instance given the history of failed planning applications to redevelop the site for a more substantial form of development and given the likelihood of the neighbouring site(s) coming forward for redevelopment this short term impact can be accepted. It should also be noted that no flank wall windows other than a single window serving a staircase, are being proposed within the southern flank of the development. A condition will be imposed requiring flank wall windows to be obscurely glazed and high level opening. With this condition in place there would be no direct overlooking or loss of privacy.

## 11 **Transport, highways and Parking**

11.1 The Council's transport engineer advised that from information obtained from the TRICS database, the development could give rise to a total of 665 trips per day a net increase of 429 trips a day which could have a significant impact on traffic flows on Stoke Road

Car parking is shown at 17 no. spaces although only 16 no. are workable spaces, giving a total of 0.6 spaces per residential dwelling and nil provision for the retail. However, given that the site is within a neighbouring shopping centre, there is a nil

requirement for parking. Furthermore, the ratio of provision is similar to that approved on the neighbouring site at 94 -102 Stoke Road. A condition will need to be imposed requiring a minimum of 16 no. car parking spaces to be provided together with a detailed car parking layout showing the column positions.

Access and servicing will be provided from a rear service road, which is to be built to adoptable standards prior to the commencement of development and the land dedicated as adoptable highway. This requirement will be included in a Section 106 Agreement. Planning conditions will also be imposed requiring sight lines and pedestrian visibility splays to be provided.

The loading bay will need to be re-sited as in its current position requires excessive. This matter will need to be covered by planning condition for consideration at the Reserved Matters stage. Further conditions will be required imposed requiring that all servicing is to take place from the rear of the site and not from Stoke Road.

The site is affected by the Stoke Road development control road widening line and the land required would need to be dedicated through means of a Section 106 Agreement.

Cycle parking is provided for 46 cycles, although the Council's transport Engineers advise that most of these are not accessible and that high quality cycle stores are required. Details of cycle parking will be covered by planning condition.

Refuse storage is indicated on the illustrative plans, however planning conditions are required to specify the volumes required.

Due to the significant increase in vehicle trips mitigation is required through a Section 106 Agreement:

- Construction and dedication of land to widen the footway in Stoke Road across the site frontage in connection with the Stoke Road development control widening line.
- Construction and dedication of the rear service road across the rear of the site.
- Enter into a S278 Agreement for the following highway works:
  - Temporary access point;
  - Installation of crossover / junction;
  - Reconstruct the footway fronting the application site;
  - Installation of street lighting modifications as necessary
  - Drainage connections;
  - Highway delineation boundary;
  - Construction and dedication as highway maintainable at the public expense, free of charge, the widened footway along Stoke Road;
  - Dedication as highway maintainable at the public expense, free of charge, of sight line areas
  - Construction and dedication as highway maintainable at the public expense, free of charge, the rear service road and associated infrastructure and turning areas



## 12.0 Housing Mix and Affordable Housing

- 12.1 The National Planning Policy Framework requires that local planning authorities ensure the provision of a wide range of good quality homes
- 12.2 The site being located within a neighbouring shopping centre is not considered appropriate for the provision of family housing as retail is to be re-provided on the ground floor. It is further considered that an appropriate mix of 1 and 2 bed flats are being provided.
- 12.3 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for *All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.* By reference to the Developers Guide being a development of 24 no. units requires payment of a financial contribution to fund the provision of affordable housing off site. The Housing Development Section have advised a contribution of £290,000 based upon the following:

### Full Scheme

Unit Type	Full scheme	At 30%	Funding Shortfall	Total Funding Shortfall
1BF	19	5	£39,600	£198,000
2BF	5	2	£46,200	£92,400
Total	24	7		

Total commuted sum payable £290,400

## 13.0 Quality of Housing

- 13.1 All flats have a reasonable aspect and the layout is similar to that of the neighbouring site at 94 – 102 Stoke Road. At upper ground floor level there is a separation distance of 11 metres between the rear the primary elevation of the 2 no ground floor flats and the blank rear wall of the retail unit, whilst this falls below the Council's normal requirement for a minimum distance of 15 metres, the intervening area is shown as private terraces to serve the flats in question and which provides a quality usable private space for the occupiers. At first to third floor levels the separation distance between primary elevations of opposing flats is 15 metres, which falls short of the 18 m which is normally required in such situations. However, this relaxation follows the pattern of development which was achieved in relation to the neighbouring scheme at 94 – 102 Stoke Road and for which planning permission has been granted.

13.2 With respect to internal room sizes these have been assessed against the Council's Flat Conversion Guidelines. Two of the one bedroom flats on each of the first second and third floors have a bedroom area that falls marginally below the Council's guidelines by 0.61 sq metre. That apart the other flats comply.

13.3 All flats have a reasonable aspect and would receive sufficient light and sunlight. Most of the flats with balconies would require the installation of privacy screens to protect privacy.

#### 14.0 **Air Quality/Electric Car Infrastructure**

14.1 The site lies outside the Town Centre AQMA approximately 350m north. The site lies very close to railway station and bus station, has excellent public transport links. Based upon guidance given on other nearby sites, it is concluded that the impact would be small and within the context of the AQMA but it will add to the overall cumulative impact of many developments within and around the town centre. EV charging points shall be supplied for each parking space (16/17 charging units – OLEV home charger supplied and installed). This requirement to be covered by planning condition.

#### 15.0 **Flood Risk & Sustainable Drainage System**

15.1 The site is in Flood Zone 1.

15.2 On 6th April 2015, the government introduced a requirement for all major development schemes to comply with the current Sustainable Drainage Regulations. This is now a material consideration in the determination of major planning applications, which necessitates the drainage system being designed in detail at an early stage in the planning process. However, as this is an outline application with all matters reserved for subsequent approval, it has been agreed that a sustainable drainage strategy rather than a detailed drainage design would be appropriate. Discussions are on going with the Council's Drainage Engineer and an update will be given on the Amendment Sheet.

15.3 Discussions are still on going with respect to Sustainable Drainage measures but the applicants are gradually moving towards an acceptable solution.

#### 16.0 **Land Contamination**

16.1 Any comments received from the Council's land contamination officer will be reported on the Amendment Sheet. It is anticipated that a condition will be imposed which requires submission of a desk top study.

#### 17.1 **S106 Agreement**

17.1 Given the scale of the development it is not proposed to pursue either education or open space financial contribution.

The Section 106 Agreement will need to include an obligation that the application site including the rear service road, is built out as part of a larger development including the neighbouring site at 94 – 102 Stoke Road for which detailed planning permission is already granted.

A financial contribution of £290,400 is payable in lieu of the provision of affordable housing on site. The trigger points for payment are to be negotiated, although it is likely to be on the basis of 50% payable prior to first occupation and the remained payable prior to the occupation/sale of the 14th dwelling.

The Council's Transport and Highway Engineers have advised the following additional S106 requirements:

- Construction and dedication of land to widen the footway in Stoke Road across the site frontage in connection with the Stoke Road development control widening line.
- Construction and dedication of the rear service road across the rear of the site.
- Enter into a S278 Agreement for the following highway works:
  - Temporary access point;
  - Installation of crossover / junction;
  - Reconstruct the footway fronting the application site;
  - Installation of street lighting modifications as necessary
  - Drainage connections;
  - Highway delineation boundary;
  - Construction and dedication as highway maintainable at the public expense, free of charge, the widened footway along Stoke Road;
  - Dedication as highway maintainable at the public expense, free of charge, of sight line areas
  - Construction and dedication as highway maintainable at the public expense, free of charge, the rear service road and associated infrastructure and turning areas

## 18.0 **PART C: RECOMMENDATION**

### 18.1 Recommendation

18.2 Delegate the planning application to the Planning Manager, for resolution of outstanding sustainable drainage matters, finalising conditions completion of a S106 Agreement and final determination.

## 19.0 **PART D: CONDITIONS AND INFORMATIVES**

The main heads for proposed conditions are set out below but the final conditions and their wording is to be determined by the Planning Manager following the receipt of outstanding consultations and prior to final determination.

19.1 **CONDITIONS:**

1. Time limit, 3 years.
2. Timing for submission of Reserved Matters
3. Approved Plans
4. Samples of materials
5. Samples of Surface Materials
6. Parking Provision
7. Vision splays & pedestrian Vision Splays (Rear Service Road)
8. Detailed Design for Undercroft Parking Area, (including column positions)
9. Cycle parking
10. Refuse
11. Rear Servicing
12. Means of Access
13. No gating of service road
14. Working Hours
15. Land Contamination
16. Electric Charging Points
17. Archaeology
18. Sustainable Drainage
19. Construction Traffic Management Plan
20. External lighting
21. Waste Management Plan
22. Noise – plant & air conditioning units
23. Maximum Retail Floorspace
24. Car Park Management and Servicing Plan
25. No gates or Barriers to open across public highway
26. Retail Use (Classes A1 – A3)
27. Development to achieve BREEAM very Good
28. Restriction on Delivery Times during Construction
29. Details of Car Park ventilation
30. Details of ventilation and extraction fumes for A3 retail uses
31. No additional flank wall windows
32. Flank wall windows to be obscurely glazed & high level opening
33. Construction of rear service road to binder level prior to commencement of development
34. Landscaping & boundary treatment
35. Insulation from external noise
36. Maximum height of development