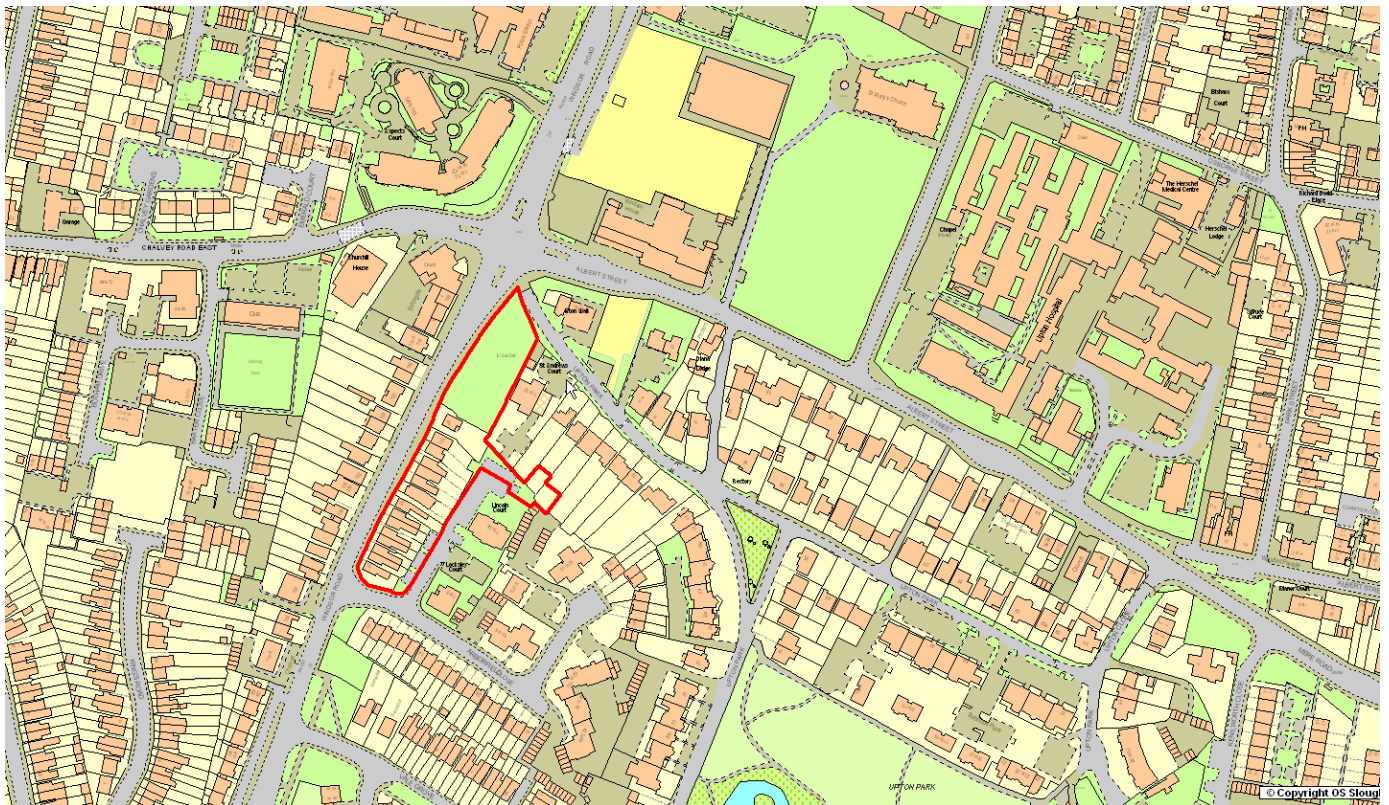


Registration Date:	21-May-2015	Applic. No:	P/16196/000
Officer:	Mr. Albertini	Ward:	Central
Applicant:	Shanly Homes Ltd		
Agent:	Mrs. Rosalind Gall, Kevin Scott Consultancy Ltd Centaur House, Ancells Business Park, Ancells Road, Fleet, Hampshire, GU51 2UJ		
Location:	83-127, Windsor Road, Slough, Berkshire, SL1 2JL		
Proposal:	Demolition of existing buildings and construction of three urban villas ranging from four to seven storeys to provide 122 apartments, 126 car parking spaces and associated landscaping		

Recommendation: Delegate to Planning Manager



1.0 **Supplementary report**

- 1.1 When this application was presented to the September 9th Planning Committee a decision was deferred because of the Planning Committee's concern about the height of buildings and car parking. A revised scheme has been submitted reducing the total number of apartments to 114 from 122. The number of car parking spaces remains the same at 121 but the reduction in apartments results in a parking ration of 106 % i.e sufficient for 1 space per flat plus 7 spare spaces and delivery bay.
- 1.2 The middle villa building has been reduced from 7 storeys to 6. For the first villa, next to Arborfield Close, two of the sixth storey flats have been removed on the south side creating a small top floor.
- 1.3 The reduction in height will lessen the adverse effect of loss of light for some of the homes identified in the previous light study as being below recommended standards. The applicants state that there will be no noticeable alteration in daylight (vertical sky components) for the 2 homes in Windsor Road previously affect. They also state that for Locksley Court only 2 windows will now be technically below the BRE suggested light levels. A technical report to confirm the above is about to be received.
- 1.4 Regarding some of the outstanding matters referred to in the previous Committee report the revised scheme refers to these. Officers full response will be on the amendment sheet. The matters cover delivery truck reversing space, highway widening line and column positions and size in the main car park.
- 1.5 On the Sept 9th meeting amendment sheet the revised layout was to be checked electronically in relation to the compromise agreed in principle with the applicant regarding the Council's desired highway widening scheme. A discrepancy has been found in 3 places but the applicant has not so far agreed to set back the frontage landscaping to address the issue. The consequences of this will be set out in the amendment sheet and officers will continue to request this modest change.
- 1.6 The applicants have provided a cross section drawing to show that the top of the new buildings would not be visible from the middle of Herschel Park.
- 1.7 The revised scheme is satisfactory in terms of car parking and effect on light on existing homes. This conclusion is however set against the background information in the original report regarding the circumstances of this proposal and the overall benefits and dis benefits of it. Other outstanding matters remain to be addressed or to be considered. The original 9th September Planning Committee report is below for reference together with that meetings amendment sheet. Some drawing numbers will be updated.
- 1.8 **Recommendation**
Delegate to the Planning Manager for the completion of a satisfactory Section 106 planning obligation; outstanding matters to be satisfactorily resolved, approval of revised drawings and alteration of revised conditions.

ORIGINAL OFFICER REPORT 9th SEPTEMBER PLANNING COMMITTEE FOR INFORMATION :

1.0 SUMMARY OF RECOMMENDATION

Delegate to Planning Manager for the resolution of outstanding matters and completion of Sec 106 planning obligation.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The three buildings proposed contain 120 two bedroom and 2 three bedroom flats. The middle building is 7 storeys high; the other two are 6 storeys high. The building at the north end steps down from 6 to 5 and then 3 storeys (above ground) on its north elevation with parking below ground level at this point on a slight gradient. The remainder of the car park is partly undercroft as the ground level slopes away from the north end of the site..
- 2.2 At ground level the bulk of the site is taken up with the car park with the 3 buildings siting above creating a part undercroft and part open car park. The southern building (block 1) and middle building (block 2) have flats at ground level on the frontage. Entrances, bin stores and cycle stores are on the Windsor Road frontage. There is a landscape area along the frontage and wrapping round the south and north end of the site. On the frontage and between the buildings is a more extensive planting area including trees.
- 2.3 Access to the car park is off an existing private access way which extends from a spur of Arborfield Close at the rear of the site. The main car park contains 107 spaces on the revised layout. There are a further 18 spaces in an open car park east of the main part of the site. The access point for both car parks is via an existing parking area for Lincoln Court. A delivery bay next to the entrance is proposed on the revised layout.
- 2.4 The development involves demolition of existing houses. 10 trees will be lost on the main part of the site all categorised by the applicant as low grade in terms of quality/health. This has been confirmed by the Council's tree officer. Other trees, undergrowth and branches of conifer trees will be lost to form the additional parking area off Arborfield Close.
- 2.5 The scheme also involves the loss of 11 existing car parking spaces off Arborfield Close opposite Locksley Court. Some of these were intended to serve Windsor Road properties. A further 8 existing spaces next to Lincoln Court will be reformed for use with the proposed development. 4 Lincoln Court spaces will be lost to allow for turning of vehicles at the car park entrance and access to the small car park.
- 2.6 The buildings, referred to as urban villas, are evenly spaced along Windsor Road and will site approximately on the existing building line. The northern building longer and narrower to fit the narrowing site at this end. At the rear the buildings will extend beyond the rear building line and be close to the 3 blocks of flats off

Arborfield Close/Upton Park.

- 2.7 Regarding the appearance of the buildings corners are rounded and the front elevation of each building gently curved in the form of a slight wave effect. This relates to William Herschel's discovery of infrared waves. Balconies project out of the front and rear elevation or are inset on the corners of each building. The flat roof overhangs the set back top floors. The ground floor on the frontage is set in slightly. The front boundary will be formed by railings and a hedge behind pierced by entry points. At the rear the parking area that extends out beyond the buildings will be finished with a brick wall close to the edge of Arborfield Close.
- 2.8 Materials proposed are brick and non metallic cladding for the top storey. Ground floor will be blue grey brick with yellow buff above and thin horizontal bands of blue grey. Mid grey upvc windows and balcony railings.
- 2.9 The applicant has submitted a viability study. It concludes that redevelopment is not viable if affordable housing or financial contributions for infrastructure are sought. Negotiations on this matter continue; the applicant has subsequently agreed to pay for some transport related items that are referred to below.
- 2.10 To support the application the applicant has submitted a design and access statement, transport assessment, flood risk assessment and drainage feasibility scheme, tree report, ecology survey, day light/sunlight report, townscape, sustainability, utilities report.
- 2.11 A revised ground floor layout has been received in response to issues raised by officers including the precise edge of the Windsor Road highway widening line. Discussions continue regarding layout matters and the widening line.
- 2.12 The Council, as owners of the northern half of the site (vacant plot and some houses) have agreed to sell the site (less land for widening) to the applicant. That arrangement, which unconnected to any planning decisions, provides for the part of the highway widening land in private ownership to be transferred to the Council.
- 3.0 **Application Site**
- 3.1 This 0.54 hectare site contains a row of two storey semi and detached homes; a vacant parcel at the north end and at the rear it overlaps parking and planting areas off Arborfield Close. The 15 existing detached and semi detached houses have been converted into 30 flats some of which are vacant and boarded up. The existing homes have short gardens. All but one of the buildings are affected by a road widening line approved in 1996. A detailed widening scheme, involving less land than the approved line, has been drawn up and the Council wish to implement it soon. The site contains some trees. The site slopes from north to south and there is a very slight slope from west to east. There are parking restrictions on Windsor Rd. and Arborfield Close which include some residents permit parking bays.
- 3.2 The site is 0.8 km from the railway station and 0.6 km from Chalvey shops and High Street shops. Opposite are mostly two storey houses on Windsor Road plus

a larger office building and Church at the Chalvey Rd East/Albert Street junction. To the east is an arm of Arborfield Close and beyond 2 blocks of flats Locksley Court (2 storey) and Lincoln Court (3 storey with accommodation in the roof). The window less flank of St. Andrews Court (3 storey), off Upton Park, is immediately next to the site boundary. To the north is a pedestrian entrance to Upton Park with flats of Eton Walk beyond (3 storey). To the south opposite the Arborfield Close junction is grass verge and three storey houses.

3.3 The character of the immediate area is medium density suburban development but within sight of the site are a clusters of 4 storey flats in Arborfield Close and on Windsor Road near Winvale. Multi storey Aspects Court and a new office building on Albert Street are about 80 metres from the north end of the site. Upton Park, at the north edge of the site, leads to Herschel Park (200 metres away) and the Upton Park Conservation Area.

4.0 **Site History**

4.1 Planning permission for 7 houses on 83/95 Windsor Road expired 2013. Planning permissions (1993 and 1998) for Lincoln Court and Locksley Close overlap the application site; conditions on those permissions require car parking to be retained/available.

5.0 **Neighbour Notification**

5.1 Windsor Road Church; Eatongate 1-3; 108, 114 (1-6), 116 – 156, Chalcott 1-6; 160 – 170.

Vale Grove : 1 – 9 incl; Somerset and Secundas

Arborfield Close : 2 – 40 ev.; 9 – 47; 51 – 81 odd.

Locksley Court 1-8 incl

Lincoln Court 1 – 14

Upton Park : 3 – 15 odd.; 4 – 8; St. Andrews Court 1-12; Eton Walk 1 – 11.

Albert Street : 8,10; Diana Lodge; Prottem; Windsor House,

Baxter Close : 7 – 23 odd

Aspects Court : 18,20, 37,39, 56,58,75,77,90,92,105,107,118,120,125,127.

5.2 Notice in Slough Express 5th June 2015

5.3 8 letters and a further letter on behalf of 4 Lincoln Court homes. Object to proposal raising the following concerns :

Parking problems (Paras 8.3; 8.5)

Loss of privacy and overlooking of homes (9.1-9.5)

Not in keeping with character of area (9.6, 9.7)

Too big/high (9.1 – 9.7)

Traffic problems (6.1, 8.1 onwards)

Loss of existing parking (Lincoln Court) (8.5)

Matters raised once only :

Loss of trees (health benefits (Para 2.4)

Flood risk – area identified as a low spot (6.3, 9.3)
Oversupply of apartments
Poor relationship to Herschel Park

Responses to the above are in the paragraphs identified excepting the last two points. Response to oversupply : the demand for homes in Slough is substantial and a range of house types is needed. There is still demand for flats. Response re Herschel Park ; although the Park is close any view of the tops of the new buildings above the buildings surrounding the Park will not affect the character of the Park.

5.4 Two petitions received ; one of 37 signatures (Windsor Rd/ Arborfield Close);

Height overshadow homes (para 9.5)
No other building in immediate area with such height/overlooking (9.6 9.7 3.3)
Overlooking and loss of privacy (9.1 - 9.5)
Height too close to proposed 4 lane road insufficient pavement width (8.2)
Appearance not blend in with established properties (9.6)
Inadequate landscaping re appearance and noise reduction (9.10)
Increased noise vibration from extra traffic
Arborfield Cl/Windsor Rd junction dangerous point to give way against two lanes of traffic (6.1)
Insufficient car parking; area already lacking parking (8.3)

5.5 One of 16 signatures (Upton Park)

Increased traffic (Para 6.1 and Section 8)
Height and bulk totally inappropriate (9.1 and 9.7) Overshadowing and overlooking (9.1 – 9.5)
Noise and disturbance from building works (Condition to be applied)

Responses to the above are in the paragraphs identified excepting 1 points. Response to vibration from extra traffic – the extra traffic will be cars not trucks; any increase in vibration is not likely to be noticed.

6.0 **Consultation**

6.1 **Traffic /Highways**

Request alterations to car park, servicing, access layout and Windsor Road existing kerblines. Revised drawings substantially address concerns; discussions continue regarding remaining issues.

Affect on existing car parking spaces to be addressed.

Request refuse servicing from the rear; this request will not be pursued provided a satisfactory road widening line is achieved. See below. The current layout assumes refuse trucks will service the 3 buildings whilst standing on Windsor Road.

Request financial contributions and restrictions to address extra traffic and limited car parking on site. These have been agreed to by applicant – (1) financial contribution to car club (low emission vehicle and traffic regulation order for parking bay); bus shelter with real time passenger information (for bus stop next to site); travel plan monitoring; welcome packs for residents, (2) travel plan; (3) residents ineligible to apply for residents permits. To be secured via Section 106 planning obligation.

Request 12 of parking spaces to have rapid chargers for electric vehicles and car park to have cable for future chargers. Discussions continue with applicant.

Request that development allows for the Windsor Road widening scheme to be implemented and land for it be dedicated as public highway at no cost to the Council. Revised layout does not accommodate current widening scheme. See para. 8.2 below.

6.2 Environmental Quality : No comments received

6.3 Surface Water Drainage : further information needed to show that the development can be drained in an acceptable way. In addition a detailed drainage scheme must be submitted before planning permission can be granted to comply with the new Sustainable Urban Drainage Approval process.

6.4 Asset Management on behalf of Education :
Request financial contributions for Education

6.5 **Housing**
Request affordable housing on site - 30% social rent and 10% shared ownership.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The site is not allocated in the Local Plan. By way of resolution at the 25th November 2014 Planning Committee the site has been identified as a Selected Key Location under the Core Strategy Spatial Strategy. This provides for relaxation of some planning policies where this is justified in order to deliver environmental, social and economic benefits to the area.

7.2 The November decision allowed for the relaxation of parts of Core Policy 4 - (1) no loss of family accommodation (2) predominantly family housing outside the town centre (3) density of development to be related to the character of the surrounding area. In addition it also allows for flexibility on car parking standards.

7.3 Application of the relaxation is dependent upon comprehensive development, vehicular access from the rear and land being provided for the road widening.

7.4 Regarding Core Policy 4 as relaxed by the 25th November 2014 decision the 3 policies referred to in 7.2 above re loss of existing; family homes and density

cannot be relaxed in relation to this planning application until the extent of road widening land needed has been agreed.

8.0 **Transport and Access**

- 8.1 Use of the existing spur off Arborfield Close is supported to avoid another junction on Windsor Road. A footway to the rear entrance alongside Arborfield Close is shown on the revised layout. Adoption of the full width of it is still being negotiated. Refuse vehicle servicing on Windsor Road is not normally acceptable because it is a strategic route. Acceptance is dependent upon a satisfactory widening line being accommodated on the layout. Any remaining outstanding car park design and access layout issues will be reported on the meeting amendment sheet.
- 8.2 A widening line less than the approved 1996 line has been requested i.e. it takes less land from the development site. The current widening scheme which the Council now wish to implement involves 4 traffic lanes and a shared footway/cycleway on the east side. The development proposal in its current form will prevent the reduced widening line being fully implemented – it will result in either narrow traffic lanes or 3 pinch points on the normal 3 metre width shared foot/cycleway. It will also prevent utilities being accommodated in the footway at pinch points. The applicant has agreed a small revision to their submitted scheme but it does not address all the changes wanted. Negotiations continue to try to resolve the matter and dedication of all the land needed for widening as public highway. Some of the widening land needed is already in Council ownership. The applicant has agreed to transfer parts of it as part of property negotiations but other areas remain to be dedicated.
- 8.3 The number of parking spaces is below the Council's guidelines. Those guidelines provide for flexibility if sites are accessible or there is mitigation. The sites proximity to the town centre justifies a relaxation of the standard as does mitigation in the form measures to encourage travel by non car modes of transport etc. The measures listed in para 6.1 have been agreed by the applicant. However part of the mitigation is the need for a satisfactory cycleway to the site. This matter is part of the widening line negotiation. A car parking management plan can agreed by condition but at present only 3 spaces would be available for visitors plus the delivery bay. Furthermore once the issue of Lincoln Court parking is addressed (para 8.5) the proposed parking layout may change and the number of parking spaces may reduce.
- 8.4 Discussions continue regarding electric vehicle charging in the car park. This is to help address air quality issues under Core Policy 8 Sustainability; there is an air quality management area nearby on the A4.
- 8.5 The loss of some car parking approved as part of the Lincoln Court and Locksley Court planning permissions needs addressing. The loss of a few spaces is not particularly significant as more spaces are present than are needed to meet current parking standards and some spaces are for Windsor Road homes that will be demolished if the development goes ahead. However there are two issues. Firstly no information has been provided to show that there will be sufficient parking spaces available for Lincoln Court and Locksley Court after development

takes place. This is an important point to address before planning permission can be granted. Secondly, a procedural matter, the development involves loss of existing parking spaces that are required to be retained for the existing flats through conditions on planning permissions in the 1990's. If the development is to go ahead a planning application to seek to change the existing planning conditions will need to be submitted and approved.

- 8.6 The development will generate more traffic than the existing homes. This will effect the existing highway network. Through the integrated transport strategy the Council aims to increase travel by non car modes to take some car journeys off the network. The applicant has been asked to contribute or assist the Council to encourage non car modes of travel through financial contributions and a request to leave space for a 3 metre wide cycleway along the frontage of the site. The Arborfield Close/Windsor Road junction can accommodate the extra traffic.
- 8.7 The proposal needs to comply with Core Strategy policy 7 transport and transport aspects of core policy 10 infrastructure and Local Plan policy 8 cycling T13 road widening. Full compliance is dependent upon the outcome of further negotiation on the widening line, further consideration of revised drawings received and receipt of further information from the applicant to address matters referred to above and highway/transport officers detail comments.

9.0 **Design and Layout Matters**

- 9.1 In terms of the effect on existing residents the buildings will significantly change the view out from many homes. Regarding privacy the separation distances between habitable room windows (direct view) are between 21 and 27 metres for Windsor Road homes and 17.5 metres for Locksley Court and 17 metres for Eton Walk. For oblique views (45 degrees approx) distances are 14 metres for St. Andrews Court and 21 metres Lincoln Court. 21 metres and some times 18 metres are typical minimum distances between new and existing habitable room windows. Consequently most of the separation distances are acceptable. 3 flats are affected by the 17/17.5 metre distances. To reduce this impact the applicant will be asked to review the type of window proposed.
- 9.2 By condition the edge of some terraces and balconies will be required to have screens to reduce overlooking opportunities into nearby homes.
- 9.3 It is recognised that the height variation between existing and new can exacerbate the feeling of being overlooked and feel overbearing. However, as indicated in para 9.7 and 11.1 below this type of relationship will often occur where town centre scale development is adjacent to established suburban housing. This mater was raised in the Nov 2014 report to Planning Committee.
- 9.4 The flank of St. Andrews Court is 7 metres from building 3 at the north end of the site. As the flank is windowless residents are only affected by oblique views referred to above. However residents of the new flats at lower levels will have a poor outlook from their bedrooms.
- 9.5 Regarding day and sun light the applicants study shows that most windows of

homes near the site will still meet nationally accepted guideline standards. 17 windows will be marginally below daylight standards and 2 windows will be marginally below sun light standards. Some of these rooms might be non habitable in which case the loss of light is not significant. Two homes in Windsor Road and the east elevation windows of Locksley Court are affected most in terms of day light loss. The 7 storey building is opposite the Windsor Road homes. The guidelines (published by BRE 2011) state that a limited number of variations from the individual standards are acceptable particularly in urban environments. The number of windows affected are few compared to the number of homes nearby and the variation from the standards is described by the applicant as marginal.

- 9.6 In terms of townscape and effect on the character of the area the scale of development is clearly not in keeping with the immediate surroundings. Whilst this would normally be a significant issue in relation to design policies it is relevant to consider the specific circumstances of this site as outlines in para. 9.7 below. It is also relevant that large buildings are close by and in view of the site.
- 9.7 Firstly the November 2014 decision referred to in 7.1 above set the scene for a density of development above the existing. Secondly, it is quite close to the town centre which is gradually expanding. Tall buildings are clearly in view when driving up Windsor Road; the addition of the proposed buildings will probably not be seen as out of place by many people. Thirdly the existing buildings, on a prominent entry to the town, currently look unattractive because of their condition. The road widening line has blighted the site such that refurbishment of existing homes will not take place. The proposal has the benefit of improving the image of this entry to the town. Fourthly the proposal will provide much need new homes and good quality flats with a distinctive appearance in contrast to the many conversions of existing office buildings in the town that are now beyond the control of the planning system.
- 9.8 The elevation treatment is distinctive and interesting in particular the curves on the frontage. The use of masonry rather than render or metal cladding is a sign of quality and is less likely to show signs of staining or weathering in the future. A high quality design is needed to help compensate for the size of the development. Control of quality at the detail stage will be by condition and a watering down of quality will be strongly resisted. Features such as the curves on the buildings will need to be carried through as currently proposed to the construction stage.
- 9.9 Some flats will be close to the widened Windsor Road and will therefore be affected by noise and air quality. Whilst this does not justify a change it is beneficial to limit the number of flats with single aspect. Dual aspect homes, such as houses, provide residents with some respite at the rear. Several flats on the frontage are corner flats which provide a degree of dual aspect. This is only achievable by having gaps between the buildings. These gaps also help break up what could otherwise be a monotonous lengthy block and provide space for trees on the frontage.
- 9.10 The landscaping space on the frontage is important to help soften the appearance of the buildings at street level, from homes opposite and views up the street. This is addressed by the frontage hedge; space for small trees in front of the building

and space beside the buildings for larger trees that will show forward of the building line so breaking up the frontage when approaching the site up Windsor Road. There are regrettably limited opportunities for planting at the rear. The east edge of the car park will be a brick wall facing Arborfield Close spur. Good quality landscaping is important for such a large scheme. This can be controlled by condition but it will be important for the applicant to allow for quality in terms of costing and when detailing the design and during the construction phase.

- 9.11 The northern end of the building will be 2.5 to 3 metres back from the edge of Upton Park to form a planting strip in addition to the existing trees along the edge of the road. Upton Park at this point is a gated pedestrian route and access to Herschel Park. The new development provides an opportunity to make this entry more attractive and inviting in terms linking the refurbished park to the surrounding area. The adjacent building has a pronounced curve at its apex and the tiered terraces above the third storey will help to mark the entry to Upton Park with a distinctive building.
- 9.12 As most flats have a balcony or terrace private amenity space is acceptable.
- 9.13 As referred to in para 6.3 surface water drainage is an outstanding matter. Detail of how the first floor is detailed in relation to columns in the car park has yet to be submitted. The remote small car park is not ideal in terms of good design and security. It is overlooked by Lincoln Court but by condition a security gate will be sought.
- 9.14 Subject to resolution of outstanding matters the proposal complies with Local Plan policy EN1 Design EN3 landscaping Core Policy 4 8 Sustainability and environment, 9 Natural and built environment, 12 community safety.

10.0 **Section 106 Affordable Housing and infrastructure**

- 10.1 The applicant's viability study concludes that the development cannot go ahead if there are affordable housing and financial contributions – the Council would normally expect contributions towards education, recreation, transport and affordable housing on site. The Council's independent assessment of the study concludes that this is substantially correct. Discussions continue regarding a very small financial contribution and the applicant has agreed to pay for transport and parking mitigation measures.
- 10.2 However there is a further outstanding matter still being considered in relation to values in the original study. Any update on this will be reported on the meeting amendment sheet. Any further contribution available can be prioritised for affordable housing off site.
- 10.3 Whilst it is surprising that the scale of development compared to the existing houses on the site does not allow for some contributions to be made both the Council's and Government policy provide for viability to be taken into account when deciding planning applications.
- 10.4 It is relevant to note, but is separate from any planning decision, that as part of the

conditional contract for the sale of the Council's part of the site there is provision for any profit (on that site) above a set threshold to be shared and the Council to use its share on affordable housing.

10.5 The proposed Section 106 planning obligations are :

Financial Contribution for transport and parking related matters.

Financial contribution towards affordable housing if negotiations successful re viability (para 10.2).

Restriction on residents of the flats obtaining parking permits.

Travel Plan to be implemented

Dedication of land needed for highway widening at no cost to the Council.

Provide for a start of development to be substantial within a set period. (This is to prevent the possibility of a small start on the scheme that keeps the planning permission alive for an indefinite period when viability may change over time. This matter may be covered by condition instead).

11 **Conclusion**

11.1 Subject to the outstanding design and layout issues being resolved the proposal in terms of appearance is good quality. It is recognised that for local residents redevelopment to remove the current poor quality appearance of existing buildings may well be welcome but the scale of new development is not. Furthermore it will result in a change of environment greater than experienced by most others next to new development. This scheme represents an arm of town centre scale buildings stretching out along one of its approach roads. However where typical suburban areas meet the fringe of the town centre it is difficult to apply suburban character type standards in terms of distances, living conditions and appearance etc. The key matter is quality of development even if it means a change in character for the road.

11.2 The wider regeneration benefits also need to be taken into account such as increased supply of new homes, removal of blighted property, good quality design on a prominent entry point to the town and the opportunity to gain land for road widening which benefits the town as a whole. The identification of the site as a selected key location under the Core Strategy set the scene for the possibility of a large scale development and highlighted key requirements.

11.3 The lack of affordable housing and other contributions to infrastructure is disappointing. Viability negotiations have yet to be concluded but evidence so far indicates the Council's normal requirements are not achievable for this development.

- 11.4 Subject to resolution of outstanding matters the proposal is acceptable. The outstanding issues are important and do need to be addressed fully for the proposal to be acceptable including Lincoln and Locksley Court car parking and a practical road widening scheme that is satisfactory to the Council. The Council's offer to relax normal refuse servicing requirements and core policy relaxations are dependent upon a satisfactory road widening line being achieved.

PART C: RECOMMENDATION

12 **Recommendation**

- 12.1 Delegate to the Planning Manager for the completion of a satisfactory Section 106 planning obligation; outstanding matters to be satisfactorily resolved, approval of revised drawings and alteration of draft list of conditions.

PART D: LIST OF CONDITIONS.

13 1. Commence within three years

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

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

TO BE ON MEETING AMENDMENT SHEET

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. Details and Samples of materials

Details of external materials and samples of bricks, cladding, balcony/terrace railings, roof eaves 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. Cycle parking

No development shall be begun until details of the cycle parking provision (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 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

5. Bin storage

The bin stores shown on the approved drawings shall be completed in accordance with those drawings 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.

6. Boundary treatment

No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the boundary treatment has been implemented on site in accordance with the approved details and shall be retained at all time on the future.

REASON In the interests of the visual amenity and crime reduction of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and core policy 12 (community safety) of the Core Strategy 2006 - 2026 adopted 2008.

7. Lighting Scheme

The development shall not commence until details of lighting (to include the location, nature and levels of illumination) for access ways and parking areas has been submitted to and approved in writing by the Local Planning Authority. Details shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity, crime reduction and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004 and Core Policy 12 community safety of the Core Strategy 2006-2026 adopted 2008.

8. Landscaping Scheme

No development shall commence on site until a detailed landscaping and tree

planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

9. Landscape management plan

No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas shown on the approved landscape plan, and should include a time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

10. Tree Protection

No development shall be begun on the site until the submitted Arboricultural Method Statement (David Archer Associates April 2015) has been implemented. The measures in the Statement shall be in place for the duration of the construction period.

REASON In the interest of visual amenity of the area in accordance with policy EN 3 of the Local Plan 2004.

11. Car Park access control

Development shall not commence until details of access control gates have been submitted to and been approved in writing by the local planning authority. The gates shall be located on the main car park entrance (as shown on the approved layout) and at the entry to the second car park. The details shall include the precise location of the gate to the second car park. No dwelling shall be occupied until the gates have been installed and shall be retained thereafter.

REASON In the interest of crime reduction in accordance with Core Strategy 2006 - 2026 adopted 2008.

12. Car Park Management Scheme

No dwelling shall be occupied until a car park management scheme has been implemented in accordance with details that shall have first been submitted to and been approved by in writing by the local planning authority.

REASON In the interest of the free flow of traffic and road safety on the nearby public highway.

13. Electric Vehicle Charging Points

No dwelling shall be occupied until 12 of the undercover car parking spaces have been provided with 7 kW rapid charge electric vehicle charging points and all of the undercover car parking spaces have been provided with electric cabling that is connected to the developments power supply and is suitable for supplying power to 7 kW rapid chargers (that can be installed and connected to the cable at a later date).

REASON In the interest of public health and air quality in particular encouraging use of low carbon emission cars in accordance with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 .

14. New access

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

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with policy 7 of the Core Strategy 2006 - 2026

15. Footway at rear

No dwelling shall be occupied until a 2 metre wide footway has been constructed at the rear of the site as shown on the approved layout and in accordance with access details approved pursuant to condition 12 access.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with policy 7 of the Core Strategy 2006 - 2026

16. Visibility Pedestrian

No dwelling shall be occupied until the pedestrian visibility splays of 2.4 x 2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway

and of the access.

17. Visibility Highway

No development shall commence until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 42 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access

18. Highway Widening Line
TO BE COMPLETED

19. Surface water drainage

Development shall not commence until details of surface water drainage have been submitted to and been approved by the local planning authority. The dwelling shall be occupied until the drainage system for the site has been completed in accordance with the approved details.

REASON In the interest of public protection in particular to avoid flooding in the area in accordance with policy 8 of the Core Strategy 2006-2026 adopted 2008.

20. Balcony Terrace Screens

No dwelling shall be occupied until head height screens have been erected on balconies or terraces for flats numbered XX [TO BE COMPLETED] on the approved floor plans in accordance with details that have first been submitted to and approved by the local planning authority. The screens shall be retained thereafter.

REASON In the interest of the living conditions of nearby residents in particular to limit overlooking into habitable room windows in accordance with policy 9 of the Core Strategy 2006 - 2026 adopted 2008.

21. Window Treatment

No dwelling shall be occupied until special window treatments have been installed on windows of flats numbered XX [TO BE COMPLETED] on the approved floor plans in accordance with details that have first been submitted to and approved by the local planning authority. The treatments shall be retained thereafter.

WORDING TO BE REVIEWED IN CONNECTION WITH REQUESTED REVIEW OF OVERLOOKING ISSUES FOR LOCKSLEY CT and ST. ANDREWS COURT.

REASON In the interest of the living conditions of nearby residents in particular to limit overlooking into habitable room windows in accordance with policy 9 of the Core Strategy 2006 - 2026 adopted 2008

22. Noise attenuation and ventilation

Development shall not commence until details of noise attenuation and room ventilation for dwellings with windows facing Windsor Road have been submitted to and been approved in writing by the local planning authority. No dwelling shall be occupied until its attenuation and ventilation measures have been installed in accordance with the approved details.

REASON In the interest of the living conditions of residents in particular reducing noise pollution and ventilation of rooms when windows are closed to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008.

23. Sustainable Development

TO BE COMPLETED

Renewable energy on site - carbon emissions to be 10% better than TER of Building Regulations Part L 2013

24. Soil Contamination - to be completed if needed. Environmental Quality Section advice to follow.

25. Hours of construction

During the demolition / construction phase of the development hereby permitted, no work shall be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy 8 of the Core Strategy 2006 - 2026 adopted 2008.

26. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site and wheel cleaning facilities during the construction period. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users in accordance with policy 7 of the Core Strategy 2008 and in the interest of residential amenity re noise and dust.

27. Gates

No gates are to be installed that open out over the public highway.

REASON In the interest of public safety.

INFORMATIVE(S):

1. Informatives to be completed

9TH SEPTEMBER MEETING AMENDMENT SHEET.

Agenda Item 6

P/16196/000 - 83 – 127 Windsor Road

Revised drawings submitted. Issues re privacy, electric vehicle charging and some of the car park and access layout have been addressed in a satisfactory way. Some car park layout and parking numbers are still being considered.

The proposal now includes extra land at the rear of 7 Upton Park and a total 130 parking spaces instead of 126 are proposed plus a delivery bay at the rear. 121 spaces will be for the new flats and 9 spaces to accommodate some of the existing spaces of Lincoln Court and Locksley Close affected by the proposal.

This is a reduction of 5 spaces compared to the 126 on the original application for the new flats. The applicants point out that the Council agreed, not long ago, less than one space per dwelling for the Bellway Homes proposal further up Windsor Road.

The 9 replacement spaces for Lincoln and Locksley Court are acceptable subject to securing an assurance that these will be made available to residents of those buildings. This will probably be in a Section 106 planning obligation.

The requested gating of some of the remote parking spaces has not been agreed by the applicant. This is accepted as the area is partly overlooked and is not next to a through route or footpath; the existing parking serving Lincoln and Locksley Court do not have any access security measures. Condition 11 to be amended.

Regarding accommodating the Council's desired road widening line scheme (including sightline) a satisfactory compromise has been agreed. However the drawings to reflect this do need to be checked electronically rather than scaling off paper copies and this is outstanding.

The revised site boundary will require some neighbours in Upton Park to be re-notified and any observations received considered by the Planning Manager before the application is determined. Further drainage information has been submitted which is being considered by officers.

Regarding Section 106 planning obligation matters the applicant has agreed the items in para 10.5 in principle except the contribution towards affordable housing (see below). There is also a query about the dedication of land for road widening that needs to be clarified before the proposal can be considered acceptable.

Regarding viability of the development and the scope to receive a small financial contribution to affordable housing the Council's independent valuer has been negotiating with the applicant but concludes that it is unlikely that the development can support any affordable housing contribution. It is recommended that the Council not pursue this matter further provided highway widening matters can be satisfactorily addressed.

Additional conditions to be added re sightline and columns in car park.

Drawings subject to resolution of outstanding issues and full consideration of revision recently received
:

14005-A-BBA -00-DR-0301 Rev P01;
14005-A-BBA-00-DR-0302 Rev P05;
14005-A-BBA-00-DR-0315 Rev P08;
14005-A-BBA-00-DR-0330 Rev P04;
14005-A-BBA-00-DR-0331 Rev P03;
14005-A-BBA-00-DR-0332 Rev P04;
14005-A-BBA-00-DR-0334 Rev P04;
14005-A-BBA-00-DR-0335 Rev P03;
14005-A-BBA-01-DR-0316 Rev P06;
14005-A-BBA-XX-DR-0306 Rev P04;
14005-A-BBA-XX-DR-0320 Rev P03;
14005-A-BBA-ZZ-DR-0318 Rev P06;
14005-A-BBA-ZZ-DR-0319 Rev P06;
14005-A-BBA-ZZ-DR-0321 Rev P05;
14005-A-BBA-ZZ-DR-0322 Rev P05;
14005-A-BBA-ZZ-DR-0340 Rev P03;
14005-A-BBA-ZZ-DR-0341 Rev P03;
14005-A-BBA-ZZ-DR-0342 Rev P03;
14005-A-BBA-ZZ-DR-0343 Rev P03;
14005-A-BBA-ZZ-DR-0345 Rev P02.
Drawings 324; 325, to be revised; 333, 336

NO CHANGE TO RECOMMENDATION