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|--------------------|---|---------------|-----------------------------|
| Registration Date: | 10-May-2016 | Applic. No: | S/00539/002 |
| Officer: | Christian Morrone | Ward: | Central |
| | | Applic type: | Major |
| | | 13 week date: | 9 th August 2016 |
| Applicant: | Austen Wiles, Slough Borough Regeneration Partnership | | |
| Agent: | Sian Smith, Kendall Kingscott Ltd, Glentworth Court, Lime Kiln Close, Stoke Gifford, Bristol, BS34 8SR | | |
| Location: | Car Park, Alpha Street North, Slough, SL1 1RA | | |
| Proposal: | Construction of a four storey block of flats to accommodate 14no. 1 and 2 bedroomed flats, 6no. car parking spaces, 15no. bicycle spaces and a bin store. | | |

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager for approval; subject to any substantive objections from the Contaminated Land Officer, amendments to the parking spaces, completion of an undertaking to secure a future Section 106 Agreement finalising conditions and final determination.
- 1.2 This application is to be determined by the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Planning permission is sought for the change of use of the existing car park to a residential scheme. The scheme would comprise:
- erection of a part three storey part four storey building comprising 14 no. flats (7 no. one bedroom and 7 no. two bedroom flats).
 - new access, cycle parking and refuse storage.
- 2.2 The proposed building would consist of one block with the four storey element to the west by Pegasus Court, and the three storey element to east fronting Alpha Street North. The building would incorporate a flat roof with brick parapet elevations, balconies and modern architectural features resulting in a contemporary style building
- 2.3 The proposed building would have almost entire site coverage with a small set back of (approximately between 1m and 1.5m to the eastern, northern and southern boundaries and between 3m and 1.4m to the western boundary). Private amenity space is proposed via ground floor and roof top terraces, and with balconies and for most units (all but 2).
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto Alpha Street North leading to a lift and stair access providing access between the levels. Parking for eight cars is proposed within an undercroft and accessed from the existing vehicular access from Alpha Street North.

3.0 **Application Site**

- 3.1 The site is rectangular in shape and is located to the north east of the junction of Herschel Street and Alpha Street North with frontages to both of these roads. The site is used as a short stay pay and display car park with 18 parking spaces with access from Alpha Street North and mobility site.
- 3.2 The site is adjoined by:
- Three storey commercial/ office buildings and parking area (Pegasus Court) to the west;
 - Commercial units and a vacant site that face onto High Street to the north;
 - Alpha Street North and Herschal Street to the east and south respectively with mostly residential units beyond.

3.3 The site is located within the Slough Town Centre and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 **Site History**

4.1 S/00539/001 Erection of three storey building with rooms in roof space to provide 14no flats (7 x 1 bed and 7 x 2 bed) with associated car parking, cycle parking and bin store.

Approved with Conditions; Informatives 06-Aug-2015 **[Not Implemented and Extant]**.

S/00539/000 Erection of portable building to provide a mobility aids centre for disabled persons (reg. 3)

Approved with Conditions 20-Nov-1996

Planning permission was granted for the erection of a portable building to provide a mobility aid centre for disabled people in November 1996 (S/00539/000). A further building to act as an extension to the consented building was approved in May 1998 for a temporary period (P/10560/000) and was extended for further periods in December 1999, December 2004, July 2006, April 2009 and July 2011 and has now expired.

Planning permission was recently granted for a three storey detached block of 14 flats, with rooms in the roof space served by dormer windows (ref. S/00539/001). This previous application has not been implemented as the scheme fails to work for technical reasons and remains extant. The main differences between this proposed application the previously approved application are highlighted below in the Principle of Development section.

5.0 **Neighbour Notification**

5.1 2a, Hencroft Street North, Slough, SL1 1RD, Index, 210-216, High Street, Slough, SL1 1JS, 232a, High Street, Slough, SL1 1JU, 24, Alpha Street North, Slough, SL1 1RB, 19, Alpha Street North, Slough, SL1 1RA, 21, Alpha Street North, Slough, SL1 1RA, Glendale Securities Ltd, 2, Alpha Street North, Slough, SL1 1RB, Wernham Hoggs, 230-236, High Street, Slough, SL1 1JU, 22, Alpha Street North, Slough, SL1 1RB, 20, Alpha Street North, Slough, SL1 1RB, 4, Hencroft Street North, Slough, SL1 1RD, 18, Alpha Street North, Slough, SL1 1RB, 16, Alpha Street North, Slough, SL1 1RB, 14, Alpha Street North, Slough, SL1 1RB, 2, Hencroft Street North, Slough, SL1 1RD, 12, Alpha Street North, Slough, SL1 1RB, Peter Stuart, 8-10, Alpha Street North, Slough, SL1 1RB, 2a, Alpha Street North, Slough, SL1 1RB, Crisps Electrical Ltd, 4-6, Alpha Street North, Slough, SL1 1RB, 222a, High Street, Slough, SL1 1JS, Deja Vu Cafe, 222-224, High Street, Slough, SL1 1JS, 224a, High Street, Slough, SL1 1JS, Amicus, 28, Herschel Street, Slough, SL1 1PA, 34, Herschel Street, Slough, SL1 1PA, Mobile Technical Staff Ltd, Pegasus Court, 27, Herschel Street, Slough, SL1 1PA, A T A Selection Ltd, Pegasus House, 26, Herschel Street, Slough, SL1 1PA, Ganymede Solutions, Pegasus House, 26, Herschel Street, Slough, SL1 1PA, 21b, Alpha Street North, Slough, SL1 1RA, 21a, Alpha Street North, Slough, SL1 1RA, 24a, Alpha Street North, Slough, SL1 1RB, 10, Alpha Street North, Slough, SL1 1RB

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was advertised in the 10th June 2016 edition of The Slough Express. A site notice has also been displayed at the site on 9th June 2016.

No third party comments have been received from occupiers of neighbouring properties.

6.0 **Consultations**

6.1 Highways and Transport

Trip Generation:

The trip generation for the proposed development proposal is expected to be significantly lower than the current use as a public car park.

Access:

Vehicular access will be over the existing vehicle crossover which currently serves the car park.

Accessibility:

The site is within easy walking distance of the town centre, with bus stops approximately 90m and 170m away. The railway station is approximately 700m away.

Car Parking:

The existing site has 15 spaces in the car park plus 5 additional parking spaces.

Under the Slough Local Plan Parking Standards residential developments within the town centre can be provided with nil parking spaces, but as this is a minimum standard developers can if they choose to provide parking as in this case.

However in order to protect the amenity of existing residents who live within this part of the town who have parking permits within existing resident parking schemes then occupiers of new residential developments should not be eligible to receive a permit for on street parking. This obligation should be secured through the S106 agreement or if no S106 agreement then by a planning condition. The property should be registered on the Parking Teams register to ensure on street car parking permits are not issued.

The application includes an undercroft car 6 parking spaces measuring 2.4m x 4.8m, with a 6m space between rows. However, the two spaces (C + F) closest to the doorways to the building are unacceptable as there is a potential conflict with pedestrians walking out of the building into the path of a reversing vehicle and this is likely to cause a hazard, which should be designed out. This may mean the loss of both spaces, but this would be considered acceptable. This would require a minor re-design of the ground floor to re-use this space is the most appropriate way. Moreover, the position of the column on the left, immediately after entering through the gate, is unhelpful and will lead to awkward manoeuvring. The applicant is required to revise the plans to remove the problem spaces and to provide evidence of tracking movements for the car park.

Cycle Parking:

Under the Slough Local Plan 2004, a minimum of cycle space per unit must be provided in secure storage. The application provides 15 cycle spaces within an enclosed storage unit. This is acceptable.

Refuse:

The plans show a bin store to the right of the site, with space for 3 Eurobins. This is sufficient to cater for the total waste and recycling material based on 97 litres per unit and 53 litres per unit respectively.

The bin store area is within 6m of the point of collection on the highway. There are no objections here.

Recommendation:

Permission was previously granted in response to application S/00539/001. This included a requirement for the applicant to enter into a S106 agreement. This has been agreed, but not yet finalised, and there is an outstanding objection to the stopping up of the right of way. This objection is expected to be withdrawn, and the agreement is still expected to be completed.

The agreement previously specified was as follows:

S106 Transport Schedule:

- £5,000 contribution towards stopping up of the two sections of public right of way
- £2,000 contribution to funding the gating of the public right of way north of the site
- Residents excluded from being eligible to apply for parking permits

As presented, the layout of the car park is unacceptable, and changes are required in order allow this application to be fully considered. Should you be mindful to approve this application without any such changes, the following conditions and informatives would apply:

Subject to the confirmation / completion of the S106 agreement, and changes being submitted in relation to car park design, I see no reason for a highways objection. Conditions and informatives will apply.

Officer response: The Highways Officers changes have been requested and we awaiting amended plans.

Drainage

The proposed Drainage Strategy is acceptable in principle however the post development discharge rate should be a maximum of 5 litres per second in accordance with Slough Borough Council's Town Centre policy.

A Consent to Discharge agreement is to be entered into with Thames Water for the proposed surface water connection to their existing sewer. Confirmation of this agreement, together with the Water Authorities verification that the existing sewer has capacity to accommodate the aforementioned flow rate will be required.

Micro-Drainage design calculations for the full surface water drainage network are to be submitted for approval to ensure that flooding does not occur on site or in the public highway during the worst case storm for a 1 in 100 year return period plus the allowance for climate change.

Officer response: These drainage details have been requested from the applicant, and any further details will be reported on the amendment sheet.

Contaminated Land:

No comments received. Any comments received will be reported on the amendment sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework (NPPF) and the Planning Policy Guidance.

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

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 for 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.

Local Development Framework, Core Strategy, Development Plan Document

- Core Policy 1 (Spatial Strategy)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)
- Core Policy 12 (Community Safety)

Adopted Local Plan for Slough

- H9 (Comprehensive Planning)
- H10 (Minimum Density)
- H11 (Change of Use to Residential)
- H13 (Backland/ Infill Development)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)

7.2 The main planning considerations for this proposal are:

- The principle of the development
- The design and appearance/ impact on the street scene
- Impacts on nearby residential properties
- Living conditions for future occupants
- Crime prevention
- Traffic/ highway/ parking and servicing
- Contaminated Land
- Financial Contributions

8.0 **Principle of the Development**

8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below.

8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined

Slough Town Centre and flatted development would be in accordance with these policies. This site is not a site that has been identified in the Councils Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has a 5, 10 and 15 year supply of dwellings and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.

8.3 Although these proposals would see the loss of a parking area this loss is considered to be acceptable due to the limited amount of parking that was provided and would also comply with policy with regards to there being no increase in parking within the Town Centre.

8.4 Planning permission was recently granted for a three storey detached block of 14 flats; with rooms in the roof space served by dormer windows and would have an eaves height of 8.5m and ridge height of 12.1m. This previous application has not been implemented as the scheme fails to work for technical reasons. This current application proposes a contemporary design as opposed to the previous more traditional design. The main differences between this proposal and the previously approved planning application are:

- Twin level flat roof with parapet elevations compared to tiled hipped roof.
- Alternative fenestration, balconies, materials, and elevation detailing
- 8 car parking spaces compared to 9
- An increase in the maximum height from 12.1 metres to 12.4 metres (13.3 metres including lift overrun).

The previously approved application is still live and can be built-out at any time, and therefore, when assessing the impacts of this proposal, is a material planning consideration

8.5 Based on the above, the site is considered suitable for housing in principle. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses.

9.0 **Design and Appearance/ Impact on Street Scene and Surrounding Area**

9.1 The National Planning Policy Framework confirms the following:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para61).

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (Para 64).

“Local planning authorities should not refuse planning permission for buildings or

infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits.” (Para 65).

- 9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to 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 watercourses.
- 9.4 The site is located on a prominent corner location within the borough and therefore the design and style of any development on this site will need to be of high quality to reflect the prominence and importance of the site.
- 9.5 The proposed building has a mass and bulk which is in keeping with Pegasus House and acts as a stop to the larger scale development to the west before the mass, bulk and height of development decreases to a more residential scale to the east. The mass scale and bulk of the development is therefore considered appropriate for the site and in keeping with the character of the area.
- 9.6 The site is bordered to the west by the flank wall of a three storey office Pegasus House which has a hipped and pitched roof. The proposed building would be detached with the four storey element to the west by Pegasus Court, and the three storey element to east fronting Alpha Street North.
- 9.7 The building has been designed in a modern style using clean lines. The ground floor would be finished in an extruded Flemish brickwork bond (red and brown) and buff/red stretcher brickwork bond to the upper levels. Window and doors would be dark grey UPVC with powder coated aluminium sills. A three storey bay to the main entrance on the Alpha Street North elevation would be part finished in zinc; powder coated aluminium coloured balconies (red/orange/yellow); and powder coated rainwater goods all provide modern architectural features to express the contemporary design.
- 9.8 As with most successful contemporary buildings, the finishing materials should be of a high quality, and external elevations retained from further adaptations/paraphernalia such as satellite dishes/aerials. In order to ensure a high quality finish is proposed and retained in this scheme, conditions can be included requiring external finishing materials and cross sections (where appropriate) to be submitted and approved before development can begin.

A further condition can be included to require the external elevations be retained in accordance with the approved plans.

9.9 Subject to appropriate conditions, the overall design and appearance would improve the character and quality of the area.

10.0 **Impact on Residential Amenities**

10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

10.2 Core Policy 8 states *“The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.*

10.3 Policy EN1 of the Local Plan requires that *“Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:*

- a) scale,*
- b) height,*
- c) massing/Bulk,*
- d) layout,*
- e) siting,*
- f) building form and design,*
- g) architectural style,*
- h) materials,*
- l) access points and servicing,*
- j) visual impact,*
- k) relationship to nearby properties,*
- l) relationship to mature trees and*
- m) relationship to water courses.*

These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”

10.4 The west boundary of the development site adjoins the office building at Pegasus Court and although there are some side facing windows facing onto the application site as this is an office building no protection should be granted to the building in terms of loss of light, privacy or overbearing impact.

10.5 The application site is positioned the opposite side of the road from residential properties in Alpha Street North and Herschel Street with a minimum separation distance of 12m. This

also forms a traditional street scene arrangement so there will be no detrimental impact upon these residential properties.

10.6 The proposed development would have a separation distance of approximately 14m to the neighbouring site facing onto High Street. This site has planning permission for a four storey building and basement providing 3 no. retail units and 12 no flats. This development has angled bay windows facing onto the application site so there should be limited impact upon these buildings from the proposed development.

10.7 For the reasons set out above, the proposal is considered not to have a detrimental impact on the living conditions of the existing occupants of the nearby residential properties and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1, which require that development be of a high quality design which respects its surroundings and the amenities of adjoining occupiers.

11.0 **Living Conditions for Future Occupants**

11.1 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:

“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;6*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure and*
- *widening the choice of high quality homes.” (Para 9).*

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73).

11.2 Core Policy 8 states *“All development will: a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable; b) Respect its location and surroundings; c) Provide appropriate public space, amenity space and landscaping as an integral part of the design....*

11.3 The proposal has been assessed against the Council’s Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats.

| Flat 1: | Minimum Area: | Proposed Area | Complies? |
|-----------------------|----------------------|----------------------|------------------|
| Bedroom 1 | 11.4 sq m | 13.2sq. m | Y |
| Bedroom 2 | 6.5 sq m | 10.5sq m | Y |
| Living/Kitchen | 22. 29 sq m | 23.6 sq m | Y |

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| Flat 2: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.4 sq m | 12.6 sq. m | Y |
| Living/Kitchen | 20.43 sq m | 20.6 sq m | Y |
| Flat 3: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.14 sq m | 12.4 sq m | Y |
| Bedroom 2 | 6.5 sq m | 11.3 sq m | Y |
| Living/ Kitchen | 22. 29 sq m | 23.6 sq m | Y |
| Flat 4: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.4 sq m | 12.6 sq. m | Y |
| Living/Kitchen | 20.43 sq m | 20.6 sq m | Y |
| Flat 5: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.4 sq m | 10.1 sq. m | N |
| Living/Kitchen | 20.43 sq m | 21.7 sq m | Y |
| Flat 6: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.14 sq m | 14.4 sq m | Y |
| Bedroom 2 | 6.5 sq m | 10.2 sq m | Y |
| Living/ Kitchen | 22. 29 sq m | 22.2 sq m | N |
| Flat 7: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.4 sq m | 15.3 sq. m | Y |
| Living/Kitchen | 20.43 sq m | 29.8 sq m | Y |
| Flat 8: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.14 sq m | 12.4 sq m | Y |
| Bedroom 2 | 6.5 sq m | 11.3 sq m | Y |
| Living/ Kitchen | 22. 29 sq m | 23.6 sq m | Y |
| Flat 9: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.4 sq m | 12.6 sq. m | Y |
| Living/Kitchen | 20.43 sq m | 20.6 sq m | Y |
| Flat 10: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.4 sq m | 10.1 sq. m | N |
| Living/Kitchen | 20.43 sq m | 21.7 sq m | Y |
| Flat 11: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.14 sq m | 14.4 sq m | Y |
| Bedroom 2 | 6.5 sq m | 10.2 sq m | Y |
| Living/ Kitchen | 22. 29 sq m | 22.2 sq m | N |

| Flat 12: | Minimum Area: | Proposed Area | Complies? |
|-----------------------|----------------------|----------------------|------------------|
| Bedroom 1 | 11.4 sq m | 15.3 sq. m | Y |
| Living/Kitchen | 20.43 sq m | 29.8 sq m | Y |
| Flat 13: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.4 sq m | 16.4sq. m | Y |
| Bedroom 2 | 6.5 sq m | 11.1 sq m | Y |
| Living/Kitchen | 22. 29 sq m | 32 sq m | Y |
| Flat 14: | Minimum Area: | Proposed Area | Complies? |
| Bedroom 1 | 11.4 sq m | 17.8sq. m | Y |
| Bedroom 2 | 6.5 sq m | 11.8 sq m | Y |
| Living/Kitchen | 22. 29 sq m | 40 sq m | Y |

The guidelines set out minimum room sizes. Two of the living areas would fall below the required standards by 0.9 sqm, and two of the bedroom areas would fall below the required standards by 1.3 sqm, Therefore most of the rooms comply with the minimum room standards and it would not be reasonable to refuse the application based on the minimal shortfall of the size of these areas. Therefore the room sizes of the flats are considered to be acceptable.

- 11.4 In terms of layout, all habitable rooms are served by windows that would provide an acceptable degree of natural daylight and outlook. Each unit would be accessed off a common lobby/ common hallways with lift and stair access providing access between the floor levels.
- Amenity Space*
- 11.5 The proposal is for a mix of one and two bedroom flats. Some of the flats would be able to accommodate up to four persons.
- 11.6 It is proposed that all but 2 of the units would have their own private balcony or private amenity space. The proposal also includes a shared amenity space on the flat roof of approximately 140 sq m.
- 11.7 The proposal would fall below the level of amenity space normally sought for one and two bedroom flatted schemes, as set out in the Council's guidance. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
- 11.8 It is considered that the provided levels of amenity space are at an acceptable level of provision for this town centre site.
- 12.0 **Design and Crime Prevention**

- 12.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.
- 12.2 The flats would be accessed by a communal access from Alpha Street North which provides the safest route for future residents. The cycle storage and parking would be within the undercroft via a gated access. Conditions can be applied to require appropriate security measures to ensure secure access is permitted by residents only.
- 12.3 Subject to conditions, it is considered the proposal would satisfactorily reduce the potential for criminal activity and anti-social behaviour and therefore comply with Local Plan Policies EN5.

13.0 **Traffic and Highways Issues**

- 13.1 The NPPF states that :

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

- 13.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:
- Reducing the need to travel;
 - Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
 - Improving road safety; and
 - Improving air quality and reducing the impact of travel upon the environment, in particular climate change.
- 13.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the

amenities of adjoining residents and the visual amenities of the area.

13.4 The site has a total of 18 parking spaces on it at present. Under the proposal these spaces would be lost and there would be on-site parking provision for six cars within an undercroft. This complies with the Local Plan where nil parking is considered acceptable within a town centre site. Parking spaces C and F are considered to be a safety hazard for pedestrians due to likely encroachment onto the pedestrian zone when reversing. Furthermore the column on entry to the undercroft is a safety hazard. As the requirement for parking requirement for this scheme is nil, it has been requested to remove these two parking spaces and amend the column/access.

13.5 Secure cycle parking is acceptable in terms of quantity and type of storage.

13.6 These proposals would generate fewer trips than the current use and would not have any impact upon highway safety, subject to the appropriate changes being made to the access and parking.

13.7 The proposal is considered to comply to Core Policy 7 and will have no detrimental impact on highway safety.

14.0 **Contaminated Land**

14.1 Having regard to the previous scheme, no assessment was carried out in terms of Land Contamination. Since the previous determination, the Council has undertaken further surveys of the Borough which has identified previously unknown land contamination risks. Therefore, further comments are being awaited from the Council's Land Contamination Officer.

15.0 **Contributions**

15.1 The proposal is just under the 15 unit threshold for affordable housing so there is no requirement for such contributions under this scheme.

15.2 A Section 106 Agreement will still be necessary as a contribution will be required to stop up the footpath and provide for gating at a total sum of £7,000 along with an agreement to exclude residents from applying for parking permits. As this is a Council scheme it will not be possible for the Council to have an agreement with itself and therefore such an agreement should be drafted and an undertaking secured from the Council's legal section to ensure that the Section 106 Agreement will be signed by any purchasers of the site.

16.0 **Summary**

16.1 The site occupies a sustainable location within the Town Centre Commercial Core Area which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to a sustained regeneration of the eastern end of the High Street and contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of

seeking to concentrate higher density flatted schemes within the Town Centre area.

17.0 **PART C: RECOMMENDATION**

17.1 Delegate the planning application to the Planning Manager for approval; subject to any substantive objections from the Contaminated Land Officer, amendments to the parking spaces, completion of an undertaking to secure a future Section 106 Agreement finalising conditions and final determination.

18.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

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

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

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

- Drawing No.L(0)200, dated 20/04/2016, received 17/05/2016
- Drawing No.L(0)201, dated 20/04/2016, received 17/05/2016
- Drawing No.L(0)202, dated 20/04/2016, received 17/05/2016
- Drawing No.L(0)203 Rev B, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)204, Rev B, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)205, Rev B, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)206, Rev A, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)207, Rev A, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)208, Rev A, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)209, Rev A, dated 20/04/2016, received 26/06/2016
- Drawing No.L(0)210, Rev A, dated 20/04/2016, received 26/06/2016

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 Local Plan for Slough 2004.

3. Samples of external materials to be used on the development hereby approved and cross sections showing window reveals and undersides of balconies shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implemented in accordance with the approved details.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within 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.

5. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

(i) control of noise

(ii) control of dust, smell and other effluvia

(iii) control of surface water run off

(iv) site security arrangements including hoardings

(v) proposed method of piling for foundations

(vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

(vii) During the construction phase of the development hereby permitted, there shall be no deliveries to 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.

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

REASON: In the interests of the amenities of the area.

7. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON: In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Submission Document, November 2007.

8. No other part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 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.

9. Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development England Order 2015 (or any order amending or revoking and re-enacting that Order), no alterations in the appearance to the external elevations as hereby approved by Drawing No.L(0)208, dated 20/04/2016, received 17/05/2016 without the express permission of the Local Planning Authority.

REASON: In the interest of retaining the visual amenity of the building.

10. The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Security measures in line with the principles of Secured by Design are to be implemented following consultation with the Thames Valley Police.

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

11. The bin storage shall be provided in accordance with the approved Drawing No.L(0)203 Rev B, dated 20/04/2016, received 26/06/2016 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 refuse and recycling storage to serve the development.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
3. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
4. The development must be designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.
9. During the construction phase of the development hereby permitted, there shall be no deliveries to 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.