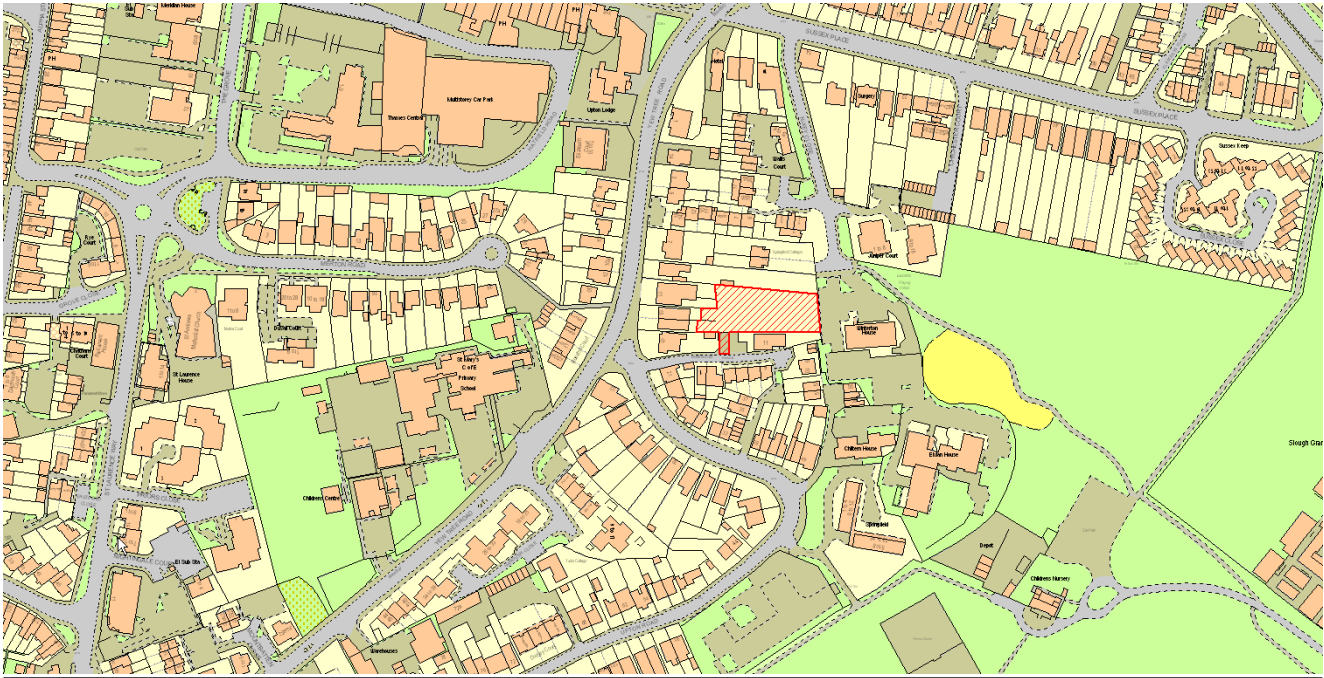


<b>Registration Date:</b>	01-Aug-2016	<b>Applic. No:</b>	P/13519/005
<b>Officer:</b>	Christian Morrone	<b>Ward:</b>	Upton
<b>Applicant:</b>	Ron Hothi, Mr Sawaron Singh Hothi		
<b>Agent:</b>	Mr Albert Ogunsanya, Zyntax Chartered Architects, 8 Arborfield Close, Slough, SL1 2JW		
<b>Location:</b>	Land at rear of, 11, 15 and 17, Yew Tree Road, Slough, Berkshire, SL1 2AA		
<b>Proposal:</b>	Construction of a three storey block to accommodate 9 no. one bedroom flats and 5 no. two bedroom flats with associated works. (Outline application to assess access, appearance, layout and scale).		

**Recommendation:** Refuse



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, and all other relevant material considerations it is recommended the application be **refused**. This is because the site can accommodate family housing, and the site's loss to flatted development would be in conflict with Core Policy 4
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 This is a outline planning application for access, appearance, layout and scale of
- Construction of a three storey block to accommodate 9 no. one bedroom flats and 5 no. two bedroom flats with associated works.
  - Remaining issues to be dealt with by reserved matters

### 3.0 **Application Site**

- 3.1 This is a backland site that was formerly rear gardens belonging 11, 15 and 17 Yew Tree Road, (based on aerial photography from 2003). More recently the site has acquired planning permission for development for one scheme of flats and scheme of family housing. The site has been partially cleared, including existing trees. The rear gardens to nos. 11, 15 and 17 Yew Tree Road have been reduced in depth, to facilitate the development. The depth of the retained gardens is consistent with other earlier back land development schemes rear of 7 and 19 Yew Tree Road and that which has been approved to the rear of 9 Yew Tree Road
- 3.2 To the west of the site are the existing character properties in Yew Tree Road. No. 11 Yew Tree Road is a substantial detached property which has been extensively extended and operates as a Guest House. Nos. 15 and 17 Yew Tree Road are a pair of semi detached residential properties. To the east of the site is Winterton House , a two storey office development with on site car parking, separated from the site by a substantial existing brick wall. Further east is the Sussex Place/Clifton Road Conservation Area. The development site is further screened from view in Nixey Close by the presence of existing mature trees. To the north of the site is the rear garden of 9 Yew Tree Road, the owner of which has obtained planning permission for a detached house, and which is under construction. Beyond the rear garden of 11 Yew Tree Road are 1 and 2 Springfield Cottages which are accessed from Nixey Close. Immediately adjoining the site to the south is 11 Harewood Place, a two storey development comprising 4 no. flats. Harewood Place itself is a private road, with a narrow footway and which suffers unauthorized parking on most days.

### 4.0 **Relevant Site History**

- 4.1 P/13519/004 REMOVAL OF CONDITION 17 OF PLANNING PERMISSION REFERENCE

P/13519/003 DATED 18TH FEBRUARY 2014.

Approved with Conditions; Informatives 20-Feb-2015

P/13519/003 ERECTION OF 2 NO. PAIRS OF 2 STOREY 3 BEDROOM SEMI-DETACHED HOUSES WITH PITCHED ROOFS. ACCESS FROM HAREWOOD PLACE TOGETHER WITH ON SITE CAR PARKING FOR 8 NO. CARS.

Approved with Conditions; Informatives 18-Feb-2014

**[Not implemented but still extant]**

P/13519/002 ERECTION OF TWO AND HALF STOREY BUILDING TO PROVIDE TWELVE NO. FLATS COMPRISING NINE NO. TWO BEDROOM AND THREE NO. ONE BEDROOM FLATS TOGETHER WITH PARKING AND WORKS TO EXISTING ACCESS

Withdrawn by Applicant 17-Mar-2009

P/13519/001 ERECTION OF A TWO AND A HALF STOREY BUILDING TO PROVIDE 12 NO. FLATS COMPRISING 7 NO. ONE BEDROOM AND 5 NO. TWO BEDROOM FLATS TOGETHER WITH PARKING AND WORKS TO EXISTING ACCESS

Approved with Conditions; Informatives 15-Jan-2008

**[Application has expired]**

## 5.0 **Neighbour Notification**

5.1 19A, UPTON ROAD, SLOUGH, SL1 2AA, 10, Harewood Place, Slough, SL1 2AB, 9, Harewood Place, Slough, SL1 2AB, 2, Nixey Close, Slough, SL1 1NG, 1, Nixey Close, Slough, SL1 1NG, 6, Nixey Close, Slough, SL1 1NG, 4 Juniper Court, Nixey Close, Slough, SL1 1NU, 5 Juniper Court, Nixey Close, Slough, SL1 1NU, 6 Juniper Court, Nixey Close, Slough, SL1 1NU, 7 Juniper Court, Nixey Close, Slough, SL1 1NU, 1 Juniper Court, Nixey Close, Slough, SL1 1NU, 2 Juniper Court, Nixey Close, Slough, SL1 1NU, 3 Juniper Court, Nixey Close, Slough, SL1 1NU, 12 Juniper Court, Nixey Close, Slough, SL1 1NU, 13 Juniper Court, Nixey Close, Slough, SL1 1NU, 14 Juniper Court, Nixey Close, Slough, SL1 1NU, 15 Juniper Court, Nixey Close, Slough, SL1 1NU, 8 Juniper Court, Nixey Close, Slough, SL1 1NU, 9 Juniper Court, Nixey Close, Slough, SL1 1NU, 10 Juniper Court, Nixey Close, Slough, SL1 1NU, 11 Juniper Court, Nixey Close, Slough, SL1 1NU, 16 Juniper Court, Nixey Close, Slough, SL1 1NU, 17 Juniper Court, Nixey Close, Slough, SL1 1NU, 18 Juniper Court, Nixey Close, Slough, SL1 1NU, 8, Nixey Close, Slough, SL1 1NG, 9, Nixey Close, Slough, SL1 1NG, 12, Nixey Close, Slough, SL1 1NG, 1 Springfield Cottages, Nixey Close, Slough, SL1 1LU, Flat 4, 11, Harewood Place, Slough, SL1 2AB, Flat 1, 11, Harewood Place, Slough, SL1 2AB, Flat 2, 11, Harewood Place, Slough, SL1 2AB, Flat 3, 11, Harewood Place, Slough, SL1 2AB, 5, Harewood Place, Slough, SL1 2AB, Morley & Scott, Winterton House, Nixey Close, Slough, SL1 1ND, 5, Nixey Close, Slough, SL1 1NG, 15, Nixey Close, Slough, SL1 1NG, 3, Harewood Place, Slough, SL1 2AB, 7, Yew Tree Road, Slough, SL1 2AA, 1, Harewood Place, Slough, SL1 2AB, 7, Nixey Close, Slough, SL1 1NG, 3, Nixey Close, Slough, SL1 1NG, 10, Nixey Close, Slough, SL1 1NG, 11, Nixey Close, Slough, SL1 1NG, 21, Upton Road, Slough, SL1 2AD, 14, Nixey Close, Slough, SL1 1NG, 9, Yew Tree Road, Slough, SL1 2AA, 6, Harewood Place, Slough, SL1 2AB, 23, Upton Road, Slough, SL1 2AD, 4, Nixey Close, Slough, SL1 1NG, 19, Upton Road, Slough, SL1 2AD, 4, Harewood Place, Slough, SL1 2AB, 2, Harewood Place, Slough, SL1 2AB, Autumn End, Nixey Close, Slough, SL1 1LU

Neighbour letters were sent out on 05/08/2016.

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 12/08/2016. The application was advertised as a major application in the 12/08/16 edition of The Slough Express.

The Consultation period closed on 26/08/2016. Seven letters of representation have been received, objecting to the proposal on the following grounds:

- Traffic generation
- Highway safety
- Access road too narrow
- Access to site conflicts with existing parking spaces to flats in Harewood Place
- Pedestrian safety – particularly small children the elderly
- Insufficient parking
- Noise and pollution from vehicles coming and going
- Out of scale with the neighbouring houses
- Disruption from construction works
- Access should be from Nixey Close
- Overdevelopment
- Loss of light to neighbouring windows
- Incorrect details on application form

[Officer response]:

These issues are addressed within the relevant section further in the Officer's report.

## 6.0 **Consultation Responses**

### 6.1 Archaeology Officer:

This proposed development is of moderate scale but lies within previously undeveloped garden areas. As the site lies within the extent of the Taplow Gravels, it has the potential to reveal prehistoric remains. The gravel terraces of the Middle Thames Valley are extraordinarily rich in prehistoric and Roman remains and they were widely settled and farmed throughout prehistory. This is amply demonstrated by archaeological excavations at Cippenham in the 1990s, Kingsmead Quarry, Horton, in the 2000s and Castleview Road, Slough, in 2013. Little archaeological investigation has, however, taken place in the vicinity of this site and it is therefore difficult to assess the levels of survival of any archaeological deposits that might be present. Given the level of impact of the proposals, the archaeological implications of the proposed development should be taken into consideration.

Berkshire Archaeology therefore recommends that a programme of archaeological is undertaken to mitigate the impacts of the development on the buried archaeological potential, should the proposal be permitted. This is in accordance with Paragraph 141 of the NPPF which states that local planning authorities should '*require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their*

*importance and the impact, and to make this evidence (and any archive generated) publicly accessible*’. Therefore it is recommended that the following condition is attached to any planning consent granted in order to mitigate the impacts of development:

**Condition:**

No development shall take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Local Planning Authority.

**Reason:**

The site is within an area of archaeological potential. A phased programme of archaeological work is required to mitigate the impact of development and record and advance understanding of any heritage assets that may be harmed or lost by the development.

I trust this is satisfactory but if you have any questions or would like to discuss this in more detail then please do not hesitate to contact me

6.2 Neighbourhood Protection

The site is in a residential area. The searches on our complaints system (Flare) show that fly tipping and the incorrect disposal of waste are the main issues around Yew Tree Road.

I have no concerns at the moment for this development. The layout, appearance and access all seems fine. Once further details are received in terms of how they will deal with noise, dust, vibrations, waste on site, refuse storage etc then I can make further comments.

6.3 Crime Prevention Design Advisor

No comments received. Any requirements can be required by reserved matters.

6.4 Environmental Quality

No comments received. Any requirements can be required by reserved matters

6.5 Contaminated Land

No comments received. Any requirements can be required by reserved matters

6.6 Tree Officer

No comments received. Any requirements can be required by reserved matters

6.7 Highways Officer

**Vehicle Access**

- Vehicle access is proposed from Harewood Place which is a private road accessed from Upton Road;

- Previous applications for this site have agreed to fund the upgrading of Harewood Place to an adoptable standard and therefore such works as set out in detail in the most recent S106 agreement would be required;
- Access would be adjacent to no. 11 Harewood Place via a 5.4m wide access way;
- A sliding access gate is proposed with controlled access. As there is space for two vehicles to wait off the highway (set in 11m from Harewood Place), then this is acceptable;
- All previous agreements on visibility splays access etc would be required with this application.

### **Pedestrian Access**

- Pedestrian access is also via Harewood Place, and then via Yew Tree Road or Upton Road;
- There is a 1.5m footway on the north side of Harewood Place. The existing footway is narrow and often obstructed by on street parking half way across the footway. The development if approved will intensify the use of this substandard footway and is therefore of some concern.

### **Trip Generation**

- I have interrogated the TRICS database to derive trip rates for residential development on sites on the edge of the town centre and found that the number of vehicle trips to the development would increase from the existing consented development, which would generate in the order of 23 trips to 32 trips per day;
- This is relatively small level of increase to which is acceptable compared to the consented scheme;

### **Car Parking**

- 15 parking bays are proposed plus two disabled bays. This includes 1 space per flat plus 3 visitor bays;
- Slough Local Plan parking standards state that for 1-bed flats in residential areas, 1.25 spaces per unit are required and for 2-bed flats 1.75 spaces per unit, if all spaces are communal. This would translate to a requirement for 11.25 spaces for the 1-bed flats and 8.75 spaces for the 2-bed flats, therefore a total requirement of 20 spaces;
- The proposals result in a shortfall of 3 parking spaces which is not considered acceptable in this location;
- The geometry of the proposed parking spaces is acceptable.

### **Cycle Parking**

- The applicant's drawing shows two types of cycle storage facilities. Individual stores – one for each flat and secondly communal cycle shed. It is unclear whether the communal cycle shed is proposed for a separate use. The communal cycle shed does not provide adequate security for residents as it is not accessed directly from the apartment building. The individual stores would provide a high quality facility (at 3.38 sqm each, one per flat, located in the rear garden along the eastern boundary of the site) and therefore I would request that only the individual stores are provided and this should be conditioned.

### **Refuse and servicing**

- Refuse vehicles would stop on Harewood Place to collect waste from the development site. The location of the bin store in the south-west corner of the site is 13m from the road and therefore exceeds the 10m maximum distance between a store and where a vehicle can stop. As the refuse vehicle could reverse into this access, to reduce this distance, this is

considered acceptable;

- The upgrading of the road to an adoptable standard would allow parking bays and waiting restrictions to be implemented on Harewood Place and therefore improve the ability of refuse vehicles to access the new properties and the existing properties;
- The store is also within 30m of the building entrance as desired in accordance with Slough 'refuse and recycling storage for new dwellings' planning guidance;
- The bin store includes 4 euro bins, which can accommodate 4400 litres waste. Based on 97 litres residual waste per flat and 53 litres recyclable waste per flat, the development could generate a total of 2100 litres waste, therefore the proposed 4 euro bins is adequate.

### **Recommendation**

The application is recommended for refusal on highways and transport grounds for the following reason:

The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policy T2.

If however, you are minded to approve the application then I would request that if you were reminded to approve the application then the following S106 / S278 obligations would apply.

#### S106 / S278

- Same as previous agreement, but with increase of Transport contribution to financial contribution to take account of the increase in trip generation;
- All previous contributions and obligations to remain the same.

#### Planning Conditions

To remain the same as previously agreed except to add a condition regarding managing Construction Traffic and a Construction Management Plan. It would be difficult to access the site from Harewood Place by construction vehicles as waiting restrictions would not be in place until the Highway works are complete. The applicant may need to construct the site from within the car park of Winterton House off Nixey Close.

Please include a drainage condition for SUDS design, if one is not already included:

1. Development shall not commence until details and management of surface water drainage have been submitted to and been approved by the local planning authority. No dwelling shall be occupied until the drainage system for the site has been completed in accordance with the approved details. The surface water drainage shall thereafter be retained and maintained 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.

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

## 7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

### National guidance

- National Planning Policy Framework
- National Planning Policy Guidance

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

### Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 1 – Spatial Vision and Strategic Objectives for Slough
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability & the Environment
- Core Policy 9 - (Natural And Built Environment)
- Core Policy 12 – Community Safety
  
- Adopted Local Plan for Slough
- H13 – Backland/Infill Development
- H14 – Amenity Space
- EN1 – Standard of Design
- Policy EN3 (Landscaping Requirements)
- T2 – Parking

7.2 This is an outline planning application to assess the principle of development, access,



appearance, layout and scale. The main planning considerations are therefore considered to be:

- Principle of development
- Design, appearance and impact upon the street scene and local area
- Design and Crime Prevention
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Highways and parking
- Contaminated Land
- Biodiversity
- Archaeology
- Section 106 requirements

## 8.0 Principle of development

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

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

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

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

- 8.2 **Core Policies 1** states that in urban areas outside of the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of existing and proposed local services facilities and infrastructure. Within existing suburban residential areas there will be limited infilling which will consist of family houses that are designed to enhance the distinctive urban character and identity of the area. Urban and suburban areas are defined in the appendices to the Core Strategy.
- 8.3 **Core Policy 9 States** Development will not be permitted unless it: enhances and protects the historic environment.

- 8.4 **The Local Plan** also recognises the value of locating residential development within the Town Centre. The site is an ideal location for high-density development, being located within walking distance of public transport services, shopping and leisure facilities and will further increase housing accommodation in the Borough. The principal of providing residential accommodation above shops in the Town Centre area is supported in planning terms and fully complies with the relevant policies of the Adopted Local Plan. It represents a sustainable form of development and encourages living in Town Centres, which contributes to maintain the vitality of the Town Centre.
- 8.5 The site is located outside the town centre and within a suburban residential area, where Core Policy 4 requires residential development to consist of family housing. The proposal for flats does not meet the Core Policy's definition of family housing, and therefore, the proposal is in conflict with Core Policy 4.
- 8.6 The applicant asserts that due to the previous planning permission for flats (ref. P/13519/001); the principle of development on this site has already been established and is therefore acceptable.
- 8.7 This previous permission was granted in January 2008, which dates back to before the adoption of the Council's Core Strategy, which was adopted in December 2008. The previous planning permission (ref. P/13519/001) has not been implemented and has since expired. Further to this, a more recent planning application (ref. P/13519/003) for family housing (as defined by the Council's Core Policy) was approved in 2014. This application is still extant and can still be implemented.
- 8.8 There are a number of larger buildings within the Sussex Place/Clifton Road Conservation Area to the east. The provision of flats in this location would not appear as dominant, and the proposed form and design would not be widely visible from within the conservation area. As such, it is considered the proposal would not unacceptably detract from the setting of the Conservation Area, and would not lead to significant harm of a heritage asset.
- 8.9 The Council are fully satisfied the site can accommodate family housing, and the site's loss to flat development would be in direct conflict with Core Policy 4, and its intentions in promoting the need for family housing in line with the recommendations contained within Berkshire Strategic Housing Market Assessment which advises that a higher proportion of larger houses be built in Slough than has been delivered in recent years.
- 9.0 **Design, appearance and impact upon the street scene and local area.**
- 9.1 **The National Planning Policy Guidance**, in its overarching Core Planning principles state that planning should:

Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildings .....housing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

9.2 **Core Policy 8** of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states:

All development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:

1. be of a high quality design that is practical, attractive, safe, accessible and adaptable
2. respect its location and surroundings
3. be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style

9.3 **Policy EN1** of the adopted Local Plan requires development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water courses

9.4 The proposed detached block has a similar footprint, form, style and height, to the previously approved planning permission (ref. P/13519/001). In terms of design and impact on character, the changes in policy since the previous determination do not provide any reasoning to change the council's original assessment of the proposal, which was deemed acceptable.

9.5 In design, streetscene and impact terms no objections are raised in relation to the NPPF, Core Policy 8 or Local Plan Policy EN1.

10 **Design and Crime Prevention**

10.1 **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.

10.2 This is an application for outline planning permission for the principle of development, access, appearance, layout and scale. Having regard to the layout, it is considered acceptable provisions for designing out potential crime can be adequately achieved. These requirements can be required by reserved matters.

11.0 **Impact on residential amenity**

11.1 **The NPPF** provides guidance on impact stating that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.

11.2 The relationship with neighbouring properties has been raised in objection letters. The issues relate to potential loss of light to the flank wall kitchen windows within the neighbouring block of flats, and loss of light to the rear (west facing) windows to the recently approved, but unfinished dwelling to the rear of 9 Yew Tree Road.

- 11.3 The proposed building would be set away from the neighbouring flats by approximately 2.4 metres, and 2.5 – 3.5 metres to the unfinished dwelling to the rear of 9 Yew Tree Road.
- 11.4 There are no windows serving habitable rooms in each of the flank elevations of the neighbouring properties. Therefore, the occupiers of the neighbouring properties would not suffer a prolonged loss of daylight from the proposed development. No objections are raised in terms of impact on neighbouring residential amenity.
- 11.5 The proposed block of flats would encroach within 45 degrees of the rear facing bedroom window of unfinished dwelling (rear of 9 Yew Tree Road). This encroachment is minimal, and when taking into account the large width of the affected rear window, the proposed development would not have an unacceptable impact in terms of loss of light or overbearing.
- 11.6 Having regard to guidance given in the NPPF, Core Policy 8 or Local Plan Policies EN1 and EN2, no objections are raised in relation to the impact on neighbouring amenity subject to appropriate planning conditions being imposed.

12.0 **Living Conditions and Amenity Space for residents**

- 12.1 **The NPPF** which states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 12.2 Room sizes are assessed against the Council's approved Planning Guidelines for Flat Conversions. Some of the internal room sizes do not quite meet the guidelines, for example, the kitchen areas in flats 2,3,5,6,8,9,12 and,11 fall short of the requirements by approximately 0.6 sq m. Concerns are also raised regarding the outlook from the habitable rooms at within the roof void. However, it is considered these issues can be resolved, and therefore can be addressed in reserved matters.
- 12.3 Subject to details to be resolved at reserve matters, the proposal is considered to be in accordance with the living amenity requirements of the NPPF.

13.0 **Traffic and Highways Implications**

- 13.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.
- 13.2 Core Policy 7 requires that development proposals will 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, improving air quality and reducing the impact of travel upon the environment.
- 13.3 Local Plan Policy T2 requires residential development to provide a level of parking to its location, which are defined with the Parking Standards set out in Appendix 2.
- 13.4 Subject to appropriate conditions relating to cycle parking, bin storage, drainage, and construction traffic, and the completion of a Section 106, no objections are raised in terms of highway impact.

#### 14.0 **Section 106 agreement**

14.1 No affordable housing is sought as the number of units is below the threshold

14.2 The Highways Officer has requested a financial contribution to mitigate the transport impact , and highways works to the access road, in a similar fashion to the previously approved scheme. The previous section 106 agreement included the following:

##### Highways Schedule

- To give the Council the Commencement Notice prior to the Commencement of Development.
- Not to carry out or permit the Commencement of Development until it has first acquired or secured the Visibility Splays.
- Visibility splays to remain in perpetuity
- Prior to occupation an approved scheme, drawings/plans of highway works at Harewood Place showing in detail the layout and design construction of all road and drainage works, street lighting, layout of on street parking spaces and landscaping including all necessary traffic management measures and Road Safety Audit Procedure ("the Highway Works Scheme") for the approval of the Council in accordance with which the Highway Works shall be carried out and the Owner shall not commence any part of the Highway Works until the Council has given its written approval to such detailed scheme, drawings and/or plans;
- Completed the Highway Works in accordance with the approved Highway Works Scheme
- Commencement of the Highway Works and at no expense to the Council to obtain such consents, licences or permissions as may be required for the purposes of carrying out the Highway Works

##### Transport Schedule:

- Traffic Order financial Contribution
- Transport Contribution
- Revoke the right to on street parking permits

Should planning permission be granted, the above Section 106 agreement would need to be completed in respect of this new proposal.

#### 15.0 **Summary**

15.1 Having considered the relevant policies set out below, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **refusal**. This is because the site can accommodate family housing, and the site's loss to flatted development would be in conflict with Core Policy 4

#### 16.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

##### 16.1 **Reasons for Refusal:**

1. The proposal for flats outside of the defined town centre and within an suburban area would

fail to meet the Borough's established need for family housing and would result in the direct loss of a vacant site capable of being development for developed for such a need. The proposal would therefore fail to comply with Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document.