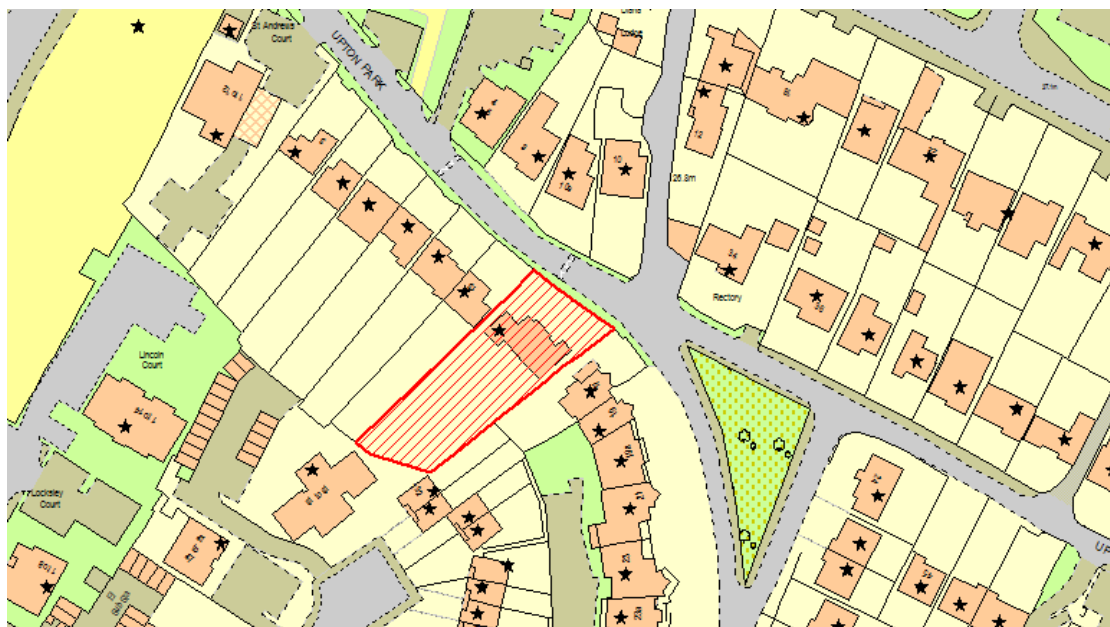


Registration Date:	26-Feb-2018	Application No:	P/09806/001
Officer:	Michael Scott	Ward:	Central
Applicant:	Mr. Amit Chohdha, Newhomes Estates Limited	Application Type:	Major
		13 Week Date:	28 May 2018
Agent:	Mr. Bill Macleod, W J Macleod Ltd, 70b High Street, Northwood, Middlesex, HA6 1BL		
Location:	15, Upton Park, Slough, SL1 2DA		
Proposal:	Demolition of the existing dwelling and the construction of a two and a half storey block containing 11 flats with associated parking (OUTLINE)		

Recommendation: Delegate to the Planning Manager for Refusal



P/09806/001 – 15, UPTON PARK, SLOUGH SL1 2DA

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Under the constitution this application is being brought to Committee for decision because it is a major application.
- 1.2 Having considered the relevant policies set out below, the representations received from all consultees and residents; as well as all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for refusal for the following reasons:-
- 1 The principle of the proposed development involves the loss of a property capable of continued use or future enhancement as a family dwelling and its replacement by flats that would not be considered to comprise family dwellings according to the Council's definition. As such, it is considered that the proposal would both involve the loss of an existing family dwelling and would not provide family dwellings as part of the redevelopment so that would be contrary to the aims of the NPPF, Core Policy 4 of Slough Local Plan and saved Policy EN1 of the Slough Local Plan.
 - 2 The proposed block of flats by reason of its scale, density and massing would fail to respect or respond to the established character and appearance of the area, lead to unacceptable highway impacts, due to a lack of off-street parking, its layout arrangements and the intensification in the use of the access and would constitute the overdevelopment of the site. As a result, the proposed development would significantly harm the character and appearance of the area and the wider street scene and would be detrimental to highway safety. The proposal is considered to be contrary to the provisions of The National Planning Policy Framework (2012); Core Policies 7, 8 and 9 of Slough Core Strategy (2006-2026) and Policies EN1, EN3, T2 and T8 of Slough Local Plan.
 - 3 The proposed development, by reason of its siting, scale, height and formation of numerous windows on each flank would result in loss of outlook, an increased sense of enclosure and light intrusion, and by reason of the formation of the access way and siting of the car parking to the rear would result in increased noise and disturbance that would be detrimental to the residential amenity of the occupiers of the adjacent residential properties located at Nos. 13 and 17 Upton Park, as well as no. 132 and adjacent properties in Arborfield Close. Such impacts upon the residential amenity of the neighbouring occupiers are considered to be unacceptable and harmful contrary to the aims of the NPPF, Core Policy 8 of Slough Local Plan and Policy EN1 of Slough Local Plan.
 - 4 The proposed development has failed to demonstrate, to the satisfaction of the Local Planning Authority that the development would be capable of: (1) appropriately addressing the historical significance of nearby Heritage Assets in the form of the Upton Park / Upton Village Conservation Area as required by Paragraph 128 of the NPPF and Core Policy 9 of Slough Core Strategy 2006-2026; and, (2) be capable

of providing with appropriate and feasible Sustainable urban Drainage solutions to address the challenges of climate change as required by the NPPF (2012) and Core Policies 8 and 9 of Slough Core Strategy (2006-2026).

PART A: BACKGROUND

2.0 Proposal

- 2.1 Demolition of the existing dwelling and the construction of a two and a half storey block containing 11 flats (9 x 1 bed and 2 x 2 bed) with associated parking (OUTLINE)
- 2.2 The application is lodged in outline with only landscaping reserved for future submission. As such, (i) Access, (ii) Appearance, (iii) Layout, and (iv) Scale are subject of consideration and to be determined.
- 2.3 The new building would be sited in a similar position as the existing house being 2.0 metres closer to the boundary with no. 13 and some 3.5 metres further from the boundary with no. 17 at the front nearest the roadway.
- 2.4 The façade of the new building would only be as forward as the forward most part of the existing building but more forward of other parts of the existing building where these are further from the road. So, overall the bulk of the new building would be more prominent especially as it would be higher than the existing house.
- 2.5 Access would remain “as existing” about the centre of site frontage
- 2.6 Parking for three vehicles would be provided in a surface level, paved forecourt and a further eight spaces would be provided in a paved surface level car parking area formed at the rear of the new building. Vehicular access to the rear parking area would be taken via an undercroft below first and second floors of the block alongside the boundary with no. 13.
- 2.7 Storage space for 22no. cycles would be provided towards the rear of the undercroft and alongside the access road to the rear car parking area.
- 2.8 Bin storage & recycling facilities would be located in a stand-alone single storey structure located close to the boundary with no. 13 with access from the forecourt area.
- 2.9 Plans indicate that all existing boundary treatments would be retained.

3.0 Application Site

- 3.1 The application relates to a two-storey dwelling house built in the 1920s on the south side of Upton Park close to the junction with the access from Albert

Street and to the west of the “triangle” where the road bends away towards Herschel Park.

- 3.2 Ground levels fall immediately from the access to the site across a paved parking courtyard to the front of the house. To the rear there are steps leading from a paved patio to a lower terraced garden area and then there is a further marked fall towards the rear of the site bordering modern developments in Arborfield Close. At the rear the site boundaries are mostly a mixture of shrubs and trees.
- 3.3 The application property is not Listed and there is no Listed Buildings close-by.
- 3.4 None of the trees on the site are covered by a Tree Preservation Order.
- 3.5 Upton Park is a private road which has not been adopted by the Local Highway Authority.
- 3.6 To the west lie six detached dwelling houses – nos. 3 – 13 (odd) Upton Park. These are varied in appearance but they share a common character and scale. Farther to the west are two more modern blocks of flats, Eton Walk and St. Andrew’s Court. The former on the north side of Upton Park is the most modern and closest to the main roads of Albert Street and Windsor Road. The later on the south side is of a more domestic style and scale, in keeping with its neighbours between nos. 3 and 15 (odd) Upton Park. A further block of 8 flats is under construction on land between Eton Court and 8 Albert Street.
- 3.7 To the east lie a three-storey group of flatted blocks – nos. 17 to 25 (odd) Upton Park – these are distinctly different in appearance and character from the houses to the west.
- 3.8 The site lies on the border of the Upton Park/Upton Village Conservation Area, which includes the highway in front of the site and land immediately on the eastern flank of the site comprising the site of nos. 17 to 25 (odd) and properties beyond to the south east.

4.0 Site History

- 4.1 P/09806/000 Application for the erection of a two storey rear extension, part two storey front and part single storey front extension.

Approved with Conditions & Informatives Date 22/08/95

5.0 Neighbour Notification

- 5.1 Arborfield Close 51, 53, 55, 57, 59, 61, 63, 65, 67, 69 71, 73, 75, 77, 79, 81 and 132.
- Upton Park 5 (The Larch), 10, 10a, 13, 17 (Flat2 1, 2, 3, 4, 5, 6,) 17b, 18, 34; and Upton Park Roads Limited.

5.1 Site notices were displayed at the site on 12 March 2018 and the application was advertised in The Slough Express on 16 March 2018.

5.2 Three letters of objections and one petition with objections signed by 18 neighbouring residents have been received in respect of the application. The main issues raised within these responses are summarised below and responses are provided in the relevant sections of the report as indicated:

- The design – height, bulk, position, appearance and visual effect of the proposals would be out of character with the area
See assessment below under ‘Impact on the character and appearance of the area’.
- Inadequate landscaping and means of enclosure
See assessment below under impact on ‘Trees and Landscaping’.
- Traffic generation and highway safety would be impaired
See assessment below under impact on ‘Highways and Transport’.
- Insufficient provision of parking on site
See assessment below under impact on ‘Highways and Transport’.
- Overshadowing, overlooking and loss of privacy
See assessment below under ‘Impact on Neighbours’ Amenity’.
- Noise, disturbance and loss of amenities
See assessment below under ‘Impact on Neighbours’ Amenity’.

6.0 Consultations

6.1 Transport and Highways

- The site is 15 Upton Park, Slough, SL1 2DA, has a footprint of 1,000m²; the existing building comprises one residential dwelling.
- The application seeks consent to demolish the extant building and erect a two and a half storey block containing 11 flats (9 No 1 bedroom and 2 No 2 bedroom dwellings) and accompanying car parking (the site has 4 extant car parking spaces, development proposals include an increase of 7 spaces to a revised provision of 11 car parking spaces).

Scope of Assessment

- The quantum of residential accommodation proposed is below the threshold whereby a full Transport Assessment and a Travel Plan would be required.

Vehicle Access

- Vehicular access is proposed via the extant vehicular crossover on Upton Park.
- No vehicular Visibility Splays have been provided for the vehicular access.
- Manual for Streets provides information on how these should be undertaken.

Vehicle Parking

- Per Slough Developers Guide Part 3 a minimum of 1.25 car parking spaces per 1 bedroom dwelling, and a minimum of 1.75 car parking spaces per 2 bedroom dwelling are required. This results in a need for 14 residential car parking spaces.
- The parking spaces depicted on drawings meet SBC minimum dimension requirements of 4.8 x 2.4m.
- The Design and Access Statement and drawings submitted outline that the site will make provision for 11 car parking spaces, including 1 disabled bay.
- 3 spaces to be located on the existing hard standing on the Upton Park façade
- 8 spaces to be located to the rear of the building, accessed via an undercroft.
- Drawings submitted do not depict a marked disabled bay, nor do any of the bays depicted have the requisite 1.2m clear zone between bays as outlined in 'Inclusive Mobility' guidance.
- The car parking quantum proposed does not comply with minimum car parking standards outlined in Slough Developers Guide Part 3.

Pedestrian Access

- No reference is made within the Design and Access Statement or on accompanying plans to new pedestrian access provision.
- It is inferred from drawings submitted that pedestrian access is proposed to be via the extant vehicular crossover from Upton Park.
- Pedestrian Visibility Splays of 2.4x2.4m should be provided for the vehicular crossover.
- Manual for Streets and Slough Residential Extensions Guidelines SPD provide information on how these should be undertaken.

Cycle Parking

- Per Slough Developers Guide Part 3 a minimum of 1 cycle parking space per residential dwelling must be provided. This results in the need for 11 residential cycle parking spaces.
- 22 cycle parking spaces are highlighted within the Design and Access Statement – this quantum meets / exceeds SBC standards
- The type of cycle parking proposed to be confirmed by the applicant within revised / amended drawings.

Refuse and Servicing

- Per Slough Developers Guide Part 4, 97L per unit and 53L per unit of residual and recyclable waste storage should be provided for the residential scheme proposed (1067L residual and 583L recycling).
- The development makes provision for 1100L residual storage (1 No 1100L bin), this meets requirements.
- The development makes provision for 1100L recycling storage (1 No 1100L bin), this exceeds requirements.
- Whilst the quantum of waste storage proposed meets or exceeds SBC standards concern is noted regarding the bin storage locations: The 1100L bins shown on drawings are depicted with incorrect dimensions:

bins measured from plan at 1100 x 1350mm, however 1100L bins are 1280 x 1160mm (width and depth respectively), concern raised that bins may not fit in store proposed; Bin store location exceeds 10m maximum drag distance for bulk bins (i.e. 1100L bins) to nearest viable kerbside collection point (standards contained within SBC Developers Guide Part 4).

Recommendation (from SBC Transport and Highways)

Having regard to the above comments SBC Transport and Highways would recommend a holding objection until further information is submitted. However, if you are minded to determine the application prior to receiving the required additional information, SBC Transport and Highways would wish to recommend refusal for the following reasons:

Prematurity

The proposed development is premature until such time that the applicant has demonstrated that the application, if approved, will not be detrimental to the safe operation of the adjacent and wider highway network. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy The proposed development is premature until such time that the applicant has demonstrated that the application, if approved, will provide car and cycle parking in accordance with the Local Plan. The development is therefore contrary to Slough Borough Council Local Plan Policies T1 and T8.

Visibility – From existing access

The proposed development would result in an intensification of use of an existing access at a point where the sight lines are substandard / not been demonstrated to meet standards, and could lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7 and Policy T3 of the Slough Local Plan 2004.

Car Parking

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.

Poor layout

The layout as submitted is unacceptable and as such would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

Loading and Unloading Provision

The applicant is not able to provide / has not included adequate provision for / space within the site for the loading, unloading of service vehicles clear of the highway. The development if permitted would therefore be likely to lead to the stationing of vehicles on the highway to the detriment of public and highway safety. The development is contrary to Slough Borough Council's Core

Strategy 2006-2026 Core Policy 7 and Policy T3 of the Slough Local Plan 2004.

6.2 Tree Officer

The Council's Tree Management Officer has concluded that "there are no tree issues with this site, one small tree is to be removed, the rest despite being 'not the best' trees, can be protected from any significant harm by the application of the measures proposed in the tree report by GHA trees".

6.3 Land Contamination

The Council's Senior Scientific Officer has "No objections".

6.4 Crime Prevention Design Advisor

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.6 Environmental Protection

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.7 Environmental Quality

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.8 Thames Water

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework

Core Policies - Achieving sustainable development

Chapter 6: Delivering a wide choice of high quality homes

Chapter 4: Promoting sustainable transport

Chapter 7: Requiring good design

Chapter 10: Meeting the challenge of climate change, flooding and coastal change

Chapter 11: Conserving and Enhancing the natural environment

Chapter 12: Conserving and enhancing the historic environment

Slough Local Development Framework Core Strategy 2006-2026

Development Plan Document policies:

- Core Policy 1 (Spatial Strategy)
- 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 10 (Infrastructure)
- Core Policy 11 (Social cohesiveness)

Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- H14 – Amenity Space
- T2 - Parking Restraint
- T8 – Cycling Network and Facilities

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.

Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

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

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

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

7.2 The planning considerations for this proposal are:

- **Principle of Development**
- **Impact on Visual Amenity**
- **Impact on Neighbours' Amenity**
- **Living Conditions and Amenity Space for future residents**
- **Highways and Parking**
- **Sustainable Drainage**
- **Heritage Assets**
- **Trees**

8.0 Principle of Development

- 8.1 Both the National Planning Policy Framework and the Local Development Plan seek a wide choice of high quality homes which should be considered in the context of the presumption in favour of sustainable development.

- 8.2 Core Policies 1 and 4 of the Core Strategy seek to guide high density development within the defined town centre. Core Policy 4 requires development in urban areas outside the Town Centre to be of predominately family housing at a density related to the character of the area.
- 8.3 There is flatted developments close-by to the application site. Namely, Eton Walk, St Andrews Court, nos. 17 to 23 (odd) and others further around and down Upton Park fronting Herschel Park. Furthermore, there are proposals such as that elsewhere on this agenda for flats locally.
- 8.4 Historically each of these can be traced to circumstances that are considered to not apply in this case and therefore do not in themselves justify the loss of a family dwelling and replacement by flatted development. The introduction of flats into the blocks at nos. 17 to 25 (odd) Upton Park was deemed to be a form of “enabling” development which ensured the retention of buildings that are at the heart of the historic character of the environs of the Conservation Area. The buildings were too large to be expected to remain as single family dwelling houses and their loss would have seriously undermined the essential visual quality of the area. Thus their use as flats had a significant beneficial outcome in townscape terms. The introduction of flatted schemes at both St Andrews Court and Eton Walk pre-date the current Council strategy as set out in Core Policy 4. The recommendation in support of flatted development at the site of 10 Albert Street (elsewhere on this agenda) is justified in terms of the historic land use of that site as HMO and that site does not lie in the same character area as this application site.
- 8.5 The current application site does not match any of the reasons for allowing those schemes and being considered to be appropriate for family housing does not warrant a departure from the thrust and principles of Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012.

9.0 Impact on Visual Amenity

- 9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Polies EN1 and EN2.
- 9.2 The proposed form of development would increase the scale and massing of the built form on the site. The proposals are described as “two and a half” storeys in the application but it is evident from the scheme that the new building would comprise of three levels of accommodation. It is acknowledged that this would reflect the buildings to the east at 17 to 25 (odd) Upton Park but as aforementioned that form of development does not represent a type of accommodation which characterizes the application site.

- 9.3 The proposed development leads to the need to provide a significant number of off-street parking spaces to meet the needs of a block of 11 flats, which in turn has led to the proposal to locate this at the rear with a consequential approach of including an undercroft access way. Given the location and the prominence of the site, such a feature would be incongruous in this part of Upton Park.
- 9.4 Therefore, for the reasons above, it is considered that the scale, height, breadth, design and appearance of the façade would appear out-of-keeping with the site within the context of its place in the street scene.
- 9.5 Furthermore, the depth of the proposed building would be readily apparent within Upton Park, as well as in views from within Arborfield Close, given the flanks of the structure would be discerned over no. 13 and in the gap between no. 17 and the new building, and as the rear of the new building would be seen from Arborfield Close. Therefore, the bulk and massing of the proposed building would appear to be out-of-keeping within the context of the site locally.
- 9.6 Based on the above factors and taking into account the objections raised in this regard, the proposals are considered to be harmful to the character and appearance of the area and therefore they do not comply with Policy EN1 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012.

10.0 Impact on Neighbours' Amenity

- 10.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.
- 10.2 The "three" storey flank of proposed building would be sited some 1400mm from the boundary with no. 13 and project both further forward and to the rear of the footprint of the existing house on the site. At the rear the extent of the difference would be some 3.5 metres. There is a single storey side extension at no. 13 which provides living space to the main house close to the boundary. This is not a "car port" as per the annotation on the application drawings. Whilst it is noted that there are a number of tall Leyland Cypress and a taller Spruce tree within the garden of no. 13 adjacent to the rear of proposed siting of the new building, it is considered that the close proximity and scale of the proposed building would be overbearing for the adjacent occupiers. Furthermore, the access to the proposed rear car parking courtyard would run under that side of the building. It is considered that the vehicle movements in this covered roadway would lead to an unacceptable level of disturbance for the occupiers of no.13.

- 10.3 The “three” storey flank of the proposed building would be sited up to 1500mm. from the boundary with no. 17 and project to the rear of the existing house on the site by some 4.2 metres. It is considered that the scale of the proposed building compared to the existing house, in conjunction with the extent of the encroachment of the structure further to the rear would lead to an unacceptable level of overbearing on the living conditions and amenities of the adjacent occupants of no. 17.
- 10.4 The depth and siting of the building would not project beyond a 45 degree line taken from the closest edge of the nearest first floor windows of the adjacent residential properties. Therefore, it is considered that there would not be an adverse impact on the outlook or on the daylight/sunlight levels of those rooms.
- 10.5 The inclusion of car parking to the rear of the proposed building would introduce vehicle movements with all the attendant noise and light pollution within an area that has historically been a tranquil and unlit garden area. The consequential impact on surrounding private amenity areas to the rear of adjacent residential properties in both Upton Park and Arborfield Close is considered to be unacceptable.
- 10.6 There are two small windows on the flank of the existing property facing no. 13 and one larger first floor window on the flank facing no.17. It is noted that there are two windows on the flank of no. 13 and two on the flank of no. 17 facing the application site. All of these windows at nos. 13, 15 and 17 appear to serve non-habitable rooms i.e. stairs/hall.
- 10.7 The proposals include a series of window openings on both flanks. These would serve as primary windows to bathrooms and kitchens, as well as secondary windows for some living rooms. According to the annotation on the submitted drawings, each of these new windows would have obscured glazing. As shown, it is not clear whether they would be non-opening. Notwithstanding that, these could be conditioned, as obscured and non-opening below 1.7 metres over internal ground levels, there would be a considerable degree of difference in the level of intrusion from disturbance and light pollution, given the number of new windows as opposed to the current situation on each boundary. It is considered that in conjunction with other issues raised for adjacent occupiers there is a compounded harm to those residents’ amenities.
- 10.8 The windows of the proposed primary habitable rooms have been orientated to face directly out towards the street and over the garden to the front and back respectively. The nearest block at Arborfield Close to the rear has a blank façade facing the application site. Further to a site inspection, it is considered that there would be no issues of overlooking adjacent habitable space. Whilst there would be considerably more windows looking across neighbouring gardens, it is considered that this alone would not warrant a reason for refusal, as there are already a considerable number of windows in the locality that afford a similar view.

10.9 Based on the above and taking into account the representations received on amenity grounds, objections are raised in terms of the impact upon neighbouring properties and the proposal is considered not to be consistent with the NPPF 2012, Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

11.0 Living Conditions and Amenity Space for future residents

11.1 The NPPF 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.

11.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

11.3 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities.

11.4 The proposed flats would have acceptably sized internal spaces that would comply with the Council's guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook.

11.5 It is noted that the plans show a good arrangement of "stacking" bedrooms over bedrooms, bathrooms over bathrooms, living rooms over living rooms, and kitchens over kitchens.

11.6 The Local Plan outlines that proposal including residential flats should provide appropriate amenity spaces, which can take the form of roof gardens, balconies, or more traditional forms of amenity space such as ground level gardens. Appropriate amenity space is considered to be a minimum of 40m² for a studio/1-bed flat, and 50m² for a 2-bed flat. The amenity space can be communal for studio apartments and 1-bed flats, but any 2-bed flats would require separate gardens.

11.7 The submitted information indicates that no private amenity space is provided on site for the residential units, which would not be acceptable. As such, the only facility available would be the residue of the external area at the rear of the site at the margins of the car parking area. It is considered that this would not be adequate in terms of quantity and quality. However, the close proximity of Herschel Park has to be recognised and therefore it is considered that the lack of on-site amenity space in the scheme would not alone comprise such harm that would warrant a reason for refusal.

11.8 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the

NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

12.0 Highways and Parking

12.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

12.2 The Local Plan requirement for communal parking provision for the proposed 11 flats is:

9no. 1 bed flats:	11.25no. Communal parking spaces
2no. 2 bed flats:	3.5no. Communal parking spaces
Total (11no. flats):	15.00no. Communal parking spaces

The application proposes 11no. parking spaces to serve the 11no. flats which would not meet the Local Plan requirement by 4no. spaces. Furthermore, there is no designated disabled bay or markings to meet "Inclusive Mobility" guidance. As such the proposed parking provision is not acceptable.

12.3 The Local Plan requirement for cycle parking is one space per unit. The proposal includes 22 cycle parking spaces which equates to two for each unit. This exceeds the Council's requirements. However, further details of the provision would be needed to ensure that the facilities would be adequate in terms of safety and security.

12.4 The proposals entail the re-use of the existing access. The Highways Officer has raised concerns based the intensification of its use at the site given the location close to the junction on Upton Park. Furthermore, given the inadequate provision within the site for loading/unloading for service vehicles and the shortfall in the provision of off-street parking generally, there is likely to be increased pressure for on-street parking leading to congestion at this location. Furthermore, as there are no formal footways in Upton Park, pedestrians have to use the carriageway; so, an increase in congestion and any conflicts with vehicles moving through the area would likely to lead increased safety concerns for pedestrians. This view is shared by a number of local residents who have lodged similar objections on highway grounds.

12.6 Based on the above it is considered that the potential impacts would be severe and thus the development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7 and Policies T2 and T8 of the Slough Local Plan 2004.

13.0 Sustainable Drainage

- 13.1 As this is a major planning application, the surface water drainage from the site needs to be drained in accordance with the sustainable drainage system (SuDS) Technical Standards and the SuDS Manual. In accordance with the Ministerial Statement (HCWS161), the Local Planning Authority need to be satisfied the site will be satisfactorily drained in accordance with SuDS requirements and if draining into the main sewer, and agreed discharge rate with Thames Water.
- 13.2 The application does not include a drainage strategy; so, the Lead Local Flood Authority has not been able to comment on the relationship between the proposals and the adequacy of the system to cope with the scale of the scheme. This lack of information to clarify the impact of the proposals in this respect warrants a reason for refusal.

14.0 Heritage Assets

- 14.1 The National Planning Policy Framework states that planning should seek to ensure that developers set out how their proposals potentially affect heritage assets.
- 14.2 The application does not include a Heritage Statement. This lack of information to clarify the impact of the proposals in this respect warrants a reason for refusal.

15.0 Trees and Landscape

- 15.1 It is considered that there are no issues relating to the proposed form and siting of the development and the existing trees, both on and off the site.
- 15.2 As the application has been lodged in outline with landscaping reserved for future submission and consideration, it is merely noted that there are concerns from local residents about the potential to provide an appropriate level and quality of landscape given the proposed layout of the development, in particular the form of the front courtyard and the extent of the surface level car parking and access way at the rear of the proposed building.

PART C: RECOMMENDATION

- 16.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for REFUSAL, as set out below:
- 1 The principle of the proposed development involves the loss of a property capable of continued use or future enhancement as a family dwelling and its replacement by flats that would not be considered to comprise family dwellings according to the Council's definition. As such, it is considered that the proposal would both involve the loss of an existing family dwelling

and would not provide family dwellings as part of the redevelopment so that would be contrary to the aims of the NPPF, Core Policy 4 of Slough Local Plan and saved Policy EN1 of the Slough Local Plan.

- 2 The proposed block of flats by reason of its scale, density and massing would fail to respect or respond to the established character and appearance of the area, lead to unacceptable highway impacts, due to a lack of off-street parking, its layout arrangements and intensification of the access, and constitute overdevelopment of the site. As a result, the proposed development would significantly harm the character and appearance of the area and the wider street scene and would be detrimental to highway safety. The proposal is considered to be contrary to the provisions of The National Planning Policy Framework (2012); Core Policies 7, 8 and 9 of Slough Core Strategy (2006-2026) and Policies EN1, EN3, T2 and T8 of Slough Local Plan.
- 3 The proposed development, by reason of its siting, scale, height and formation of numerous windows on each flank would result in loss of outlook, an increased sense of enclosure and light intrusion, and by reason of the formation of the access way and siting of car parking to the rear would result in noise and disturbance that would be detrimental to the residential amenity of the occupiers of the adjacent residential properties located at Nos. 13 and 17 Upton Park, as well as no. 132 and adjacent properties in Arborfield Close. Such impacts upon the residential amenity of the neighbouring occupiers are considered to be unacceptable and harmful contrary to the aims of the NPPF, Core Policy 8 of Slough Local Plan and Policy EN1 of Slough Local Plan.
- 4 The proposed development has failed to demonstrate, to the satisfaction of the Local Planning Authority that the development would be capable of: (1) appropriately addressing the historical significance of nearby Heritage Assets in the form of the Upton Park / Upton Village Conservation Area as required by Paragraph 128 of the NPPF and Core Policy 9 of Slough Core Strategy 2006-2026; and, (2) be capable of providing with appropriate and feasible Sustainable urban Drainage solutions to address the challenges of climate change as required by the NPPF (2012) and Core Policies 8 and 9 of Slough Core Strategy (2006-2026).

17.0 PART D: INFORMATIVES

INFORMATIVES:

1. It is the view of the Local Planning Authority that the proposed development does not improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is not in accordance with the National Planning Policy Framework.
In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. To assist applicants in submitting development proposals, the Local Planning Authority (LPA) has produced planning policies and written guidance

to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The applicant did not seek to engage with the LPA prior to the submission of this application through the established formal pre-application advice service. In accordance with paragraph 189 of the NPPF, the applicant is encouraged to utilise this service prior to the submission of any future formal planning applications, in order to engage pro-actively with the LPA to discuss possible solutions to the reasons for refusal.