

# **PLANNING COMMITTEE**

**31<sup>st</sup> July 2019**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN  
RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS  
PRESENTED TO MEMBERS

3 additional letters/emails of representation have been received including a resident & member of the Herschel Resident's Association who raises the following objections to the application:

1. There is no space allowed at the back of the building against Herschel Street, so the full height of the rear flats will loom over Herschel Street. This block should be reduced by minimum 1 story as well as being set back from the footpath.
2. There is a very limited amount of internal landscaping, but no provision to improve the external view of the block. Flowerbeds & /or trees would screen & distance the flats - as was done with the conversion of the Regus building further down Herschel Street.
3. The middle flats are still too high at 12 stories, & will overshadow & be out of character with the Victorian neighbourhood. 12 stories for the middle block will further overshadow the Herschel Village & be out of character with the neighbourhood.
4. There is no provision for temporary parking for carers, etc, which will put a strain on existing local residents parking.
5. The residents will own cars even if there is no car parking on site, which means overnight parking will be increased & there is a potential for false claims for parking permits, both of which will increase the parking strain for existing local residents Amendment to description of development (Page 7).

The objections raised in the two other responses mirror the objections cited in Part 5 of the officer report

One of the objections received was forwarded to officers by Councillor Hulme. All of the matters raised in this email are identified in Paragraph 5 of the officer's report.

The officer report addresses the comments raised in the further letters of representation received following the publication of the committee report.

### **Recommendation**

No Change to the Recommendation which is:

Delegate to the Planning Manager for refusal subject to the below reasons.

#### Reason 1

The proposed development by reason of the siting, height, scale and mass of the buildings would result in a harmful impact upon the character and appearance of the area which includes the High Street area and residential areas to the south. The development would comprise an unacceptable scale and form of development which constitutes an over-development of the site which would prejudice the development potential of adjoining sites and comprise an un-neighbourly and over-bearing design that would fail to comply with Policy EN1 of the Slough Local Plan (March 2004) and Policies 8 and 12 of the Core Strategy (2008) and the NPPF (2019).

Reason 2:

The proposed development would create additional opportunities to overlook the adjoining sites to the east and west by virtue of the position and number of bedroom and living room windows on the west and eastern elevations of Building B which are in close proximity to the site boundaries. The consequence of this is that the proposals would have an unneighbourly effect upon the potential siting of windows (within a new development) which would unreasonably prejudice the development potential of the adjoining sites should they come forward for development or redevelopment in the future. The development is therefore contrary to Policy EN1 of the Slough Local Plan (March 2004) and Policies 8 and 12 of the Core Strategy (2008) and the NPPF (2019).

Reason 3:

It has not been demonstrated to the satisfaction of the Local Planning Authority that the development could provide the appropriate level of affordable housing and financial contributions towards infrastructure. The development is contrary to Policies 4 and 10 of the Core Strategy and the Developer's Guide.

**NOTE ON RELATIONSHIP BETWEEN PLANNING APPLICATION P/02683/013 (AGENDA ITEM 5) AND INTERIM PLANNING FRAMEWORK FOR THE CENTRE OF SLOUGH (AGENDA ITEM 6)**

It should be made clear that the recommended reasons for refusal for the application on the former BHS store at 204-206 High Street, as set out on page 73 of the agenda, do not rely upon any policy support from the Interim Planning Framework for the Centre of Slough which is recommended for approval in Agenda Item 6.

It should be noted that the BHS site, which was promoted through the Call for Sites exercise, forms one of these sites (ref CFS 65) which has been included in the Housing Trajectory. This assumes ground floor retail with 4 – 6 storeys giving a notional capacity of 50 units. The BHS site is shown within the Area of Change in Figure D.

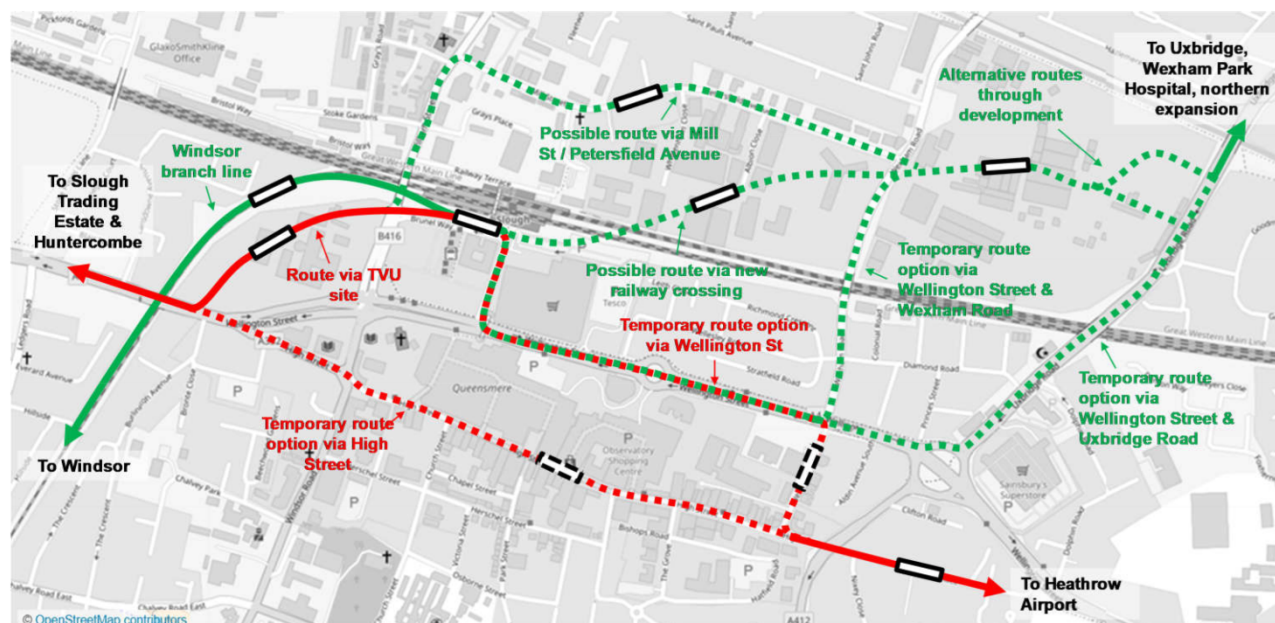
As a result the principle of the redevelopment of the site for housing has been accepted in the Interim Planning Framework.

As a result of comments from British Land, who are now developing proposals for the Queensmere and Observatory Shopping Centres, it is proposed that the following changes are made to the Interim Planning Framework.

In paragraph 4.3.6 the reference to “a large new supermarket to replace Tesco should be deleted because there are no proposals for this to happen.

In paragraph 3.1.6 it is proposed to delete the reference to “the western end” of Queensmere in order to make it clear that the who of the area identified for mixed use development could include employment/workspace.

Figure B – Options for MRT Alignments in the Centre of Slough should be replaced by a updated one which does not show the diagonal routes through Tesco and Observatory as shown below.



The following paragraph on Park and Ride is proposed to be added to the Framework Document in order to provide more information about the Transport Vision:

### Park and Ride

The key objective of the Transport Vision is to reduce the reliance of the private car however the success of the town centre and business district will need to be supported by some car use. To restrict numbers but still support growth the first of five park and ride sites will be delivered to connect commuters with work place and shopping. The park and ride will also provide more strategic support for the wider area by connecting employees with access to Heathrow, South Bucks and Windsor.