

Registration Date:	15-Mar-2011	Applic. No:	S/00672/000
Officer:	Ian Hann	Ward:	Wexham Lea
Applicant:	Slough Borough Council		
Agent:	Alan Bows, AMDA International 18, Washington Drive, Windsor, Berkshire, SL4 4NS		
Location:	Garage Site R/O, 7-9, Mansel Close, Slough, Berkshire, SL2 5UG		
Proposal:	ERECTION OF 2 NO. PAIRS OF THREE BEDROOM TWO STOREY SEMI DETACHED DWELLINGS WITH ASSOCIATED PARKING AND LANDSCAPING FOLLOWING DEMOLITION OF EXISTING GARAGES		

Recommendation: Approve subject to Conditions



S/00672/000

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the policy background and comments from consultees it is recommended that having considered the policy, background and the comments from neighbours and consultees it is recommended that the application be approved subject to conditions.
- 1.2 Under the current constitution this application is being brought to Committee for decision as it is a Council application for which objections have been received.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for 2 pairs of semi detached dwellings comprising a total of 4no. 3 bedroom dwellings at two storeys in height, with associated parking for each dwelling. 19 of the existing garages will be demolished to make way for these proposals at the southern end of the existing garage forecourt.
- 2.2 Each of the proposed buildings will have a width of 10m, depth of 8m and a height of 7m. Parking for one vehicle will be provided at the front of each property with additional parking on the western boundary of the site. Each property will have its own private rear amenity space at a depth of between 9m and 13m. An access road that will run between the buildings at a width of 3m.

Design and Access Statement

- 2.3 The Statement covers the details of the proposal including:
- Existing situation,
 - Proposal,
 - Overview,

3.0 Application Site

- 3.1 The application site is located to the rears of Mansel Close and Almons Way with an access off of Mansel Close. The site currently has the capacity for 29 garages although the site is generally in a run down condition with many of the garages in a bad state of repair and others that have been demolished. It is proposed to build the proposed buildings on the southern part of the site backing onto the residential properties in Hillersdon.
- 3.2 The site is a base site where in the past people rented the base and erected their own garage which in most cases are in a very poor condition and are expensive to remove as they are normally constructed of asbestos. There are 6 people who will be effected by the development who still rent bases but will probably wish to terminate as they are elderly persons, and wish to have their garage removed free of charge. For any tenant who wants an alternate

base there are 5 vacant bases on the northern end of the site which can be allocated.

3.3 The surrounding area consists of a mixture of mostly terraced and semi detached residential properties. The area is residential in its nature.

4.0 **Site History**

4.1 There is no relevant planning history with regards to this site.

5.0 **Neighbour Notification**

5.1 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 34a, Almons Way, Slough

1, 3, 5, 7, 9, 11, Hillersdon, Slough

1, 3, 5, 7, 8, 9, 10, 11, 13, 15, 17, 19, Mansel Close, Slough

Four letters of objection along with a letter signed by 9 residents have been received with summarised comments about the following:

- Increase in traffic together with the increase in inconsiderate parking
Response : This is a material planning consideration and is discussed below.

- Access should not be blocked.
Response : Matters of access are generally private issues but this is discussed further below.

- The current littering problems will be pushed further up the car parking area land therefore current empty garages should be replaced with new garages to combat this.
Response : Matters of littering are not material planning considerations and the Council has no powers under Planning Legislation to compel additional garages to be built as the application must be decided on the information as submitted. The current garages are of a substandard size and are in various stages of abandonment and decay and it is therefore considered that the site can be put to a more appropriate use.

- The Council should just look at replacing the garages with new garages that will generate a rental income and help with traffic issues.
Response : This application covers the redevelopment of part of the site for residential purposes and this application needs to be considered on the information submitted and any further proposals would need to be submitted in the appropriate manner. The current garages are of a substandard size and are in various stages of abandonment and decay and it is therefore considered that the site can be put to a more appropriate use.

- The planning notice and notification letters arrived later than they should have done.
Response : The appropriate public consultation period has been undertaken

and as such any additional comments will be considered upto the time that the application is decided. Any late additional objections will be reported to committee by way of the amendment sheet at the meeting.

- The proposals will result in a loss of privacy.

Response : This is a material planning consideration and is discussed below.

- Loss of trees.

Response : This is a material planning consideration and is discussed below.

- New houses not in keeping with the existing properties.

Response : This is a material planning consideration and is discussed below.

- Lack of landscaping.

Response : This is a material planning consideration and is discussed below.

- The proposals will result in an increase in noise and safety issues during the associated building works.

Response : A condition can be added to any permission to try to limit inconvenience on neighbouring properties although appropriate sanctions are available under Environmental Health Legislation.

6.0 **Consultation**

6.1 **TRANSPORT AND HIGHWAYS**

The redevelopment will result in a net loss of off street car parking provision in the vicinity of the application site. This will only be acceptable if the current garage court owners/tenants are offered alternative off street car parking at an acceptable location, I have based my comments on this assumption.

The application has the potential to generate in the region of 80 movements per day (two-way) compared to 116 movements per day (two-way) from the existing use of a fully occupied 29 domestic garage compound. The proposal will therefore lead to a reduction in traffic movements when comparing the existing potential use of the site. As such it is not possible to substantiate an objection to this application on the grounds of additional traffic generation.

The site is located in a predominantly residential area. Therefore in accordance with Local Plan car parking standards the proposals require 2 off street car parking spaces per dwelling. I confirm the proposal complies with Local Plan car parking standards as 8 spaces are proposed for the new units, with a further 2 spaces to be provided for 22 Almonds way and 12 existing spaces retained.

The existing access from Mansel Close must be constructed as a vehicular crossover, in view of the proposed widening of the access. This will give priority to pedestrians using Mansel Close. The existing access to the garage site is 2.8m. It is proposed to widen the access to 4.0m wide. This will allow emergency vehicle access.

As vehicles will exit from the back of footway emerging drivers will have to take account of people using the footway (MfS 7.8.3). As such the standard edge of footway (back of footway) 2.4m x 2.4m pedestrian visibility splays are required, in front of which no obstructions exceeding 600mm in height is to be permitted.

This will fall on land that is currently not in control of the applicant. Measures must be put in place to ensure the splays are secured.

To maximise vehicular, cyclist and pedestrian access to the residential development from a restricted width the access road must take the form of a shared accessed from a vehicular crossover raising up into a shared surface area constructed in a material that differentiates the surface from that of the bituminous road it is accessed from, ideally block paving. This will alert motorists they are entering an area where they are likely to encounter pedestrians and cyclists. Constructing the road surface in block paving has been found to reduce vehicle speeds by between 2.5-4.5mph (MfS 7.2.15). This form of access, rising up, is ideal for access to a shared area.

The private access road/shared area must be designed to ensure surface water does not drain onto the highway. The back of the footway on Mansel Close should be a high point and a water check demarked as highway boundary with a single row of granite sets.

The distance from the main road to the proposed dwelling is approximately 30 metres to the furthest dwelling. The refuse vehicle will not want to reverse into the development to service one dwelling. As such a refuse collection point has been proposed within 15m of Mansel Close.

As detailed in BS5906:2005 the maximum refuse collection distance for 240 litre wheelie bins is 15 metres. The gradient between the two points should not exceed 1:12/8% with a maximum of three steps permitted (MfS 6.8.9/11).

There appears to be a rear gated access to 34A Almonds Way. Although it is proposed to retain this provision of rear access, I would advise this is investigated to ensure a legal right of way has been ascertained. In any event, if implemented the development shall not prevent this access being used.

Prior to commencing works on site the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the satisfactory implementation of any works required on the highway.

Summary

Subject to the application being revised in accordance with my comments I confirm that I have no objection to this application from a highway perspective. Please include the following condition(s)/informative(s) as part of any consent that you may issue.

Should the application be revised in accordance with my comments the

following condition(s) will apply.

1. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

2. No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

3. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

4. 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.

Should the application be revised in accordance with my comments the following informative(s) will apply.

1. 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.
2. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

3. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
4. 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.
5. Prior to commencing works the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

6.2 **Wexham Court Parish Council**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.3 **Drainage Engineer**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.4 **Neighbourhood Protection / Environmental Services**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 **National guidance**

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Statement 3 (Housing)

Local Development Framework, Core Strategy, Submission Document

- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

Adopted Local Plan for Slough

- H13 (Backland Infill Development)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)

7.2 The planning considerations for this proposal are:

- Design, appearance and impact on the street scene

- Impact to neighbouring residential properties
- Amenity Space
- Parking / Highway Safety

8.0 **Design, appearance and impact on the street scene**

- 8.1 Design and external appearance is assessed against PPS1, Core Policy 8 and Local Plan Policy EN1.
- 8.2 Planning Policy Statement 1 (Delivering Sustainable Development) advises that *‘Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted’.*
- 8.3 Core Policy 8 of the Local Development Framework, Core Strategy, states that: *“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.”* Part 2 to that policy covers design and in sub section b) it states: *“all development will respect its location and surroundings”.*
- 8.4 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 8.5 The design of the proposed dwellings at two storeys in height with a pitched and hipped roof replicates the design of other properties in the area and is in keeping with the street scene and would be in keeping with the existing properties that surround the applicant site. As the area is characterised by terraced and semi detached properties it is considered that the creation of semi detached properties is acceptable in principle.
- 8.6 The proposed building would not be visible within the street scene as it would be surrounded by existing properties and would only be visible from the existing private access way. The proposed dwellings will sit well within the site with the northern part of the site retaining the existing garages and not overly dominating the site. The proposed buildings will be in keeping with other surrounding properties look larger in terms of bulk and will fit well and compliment the surrounding area replacing an existing run down garage block.
- 8.7 The buildings are proposed to have a pitched roofs with gable features, where the pair of properties are slightly staggered. The site sits within an area where the design of the buildings within the street scene incorporates front gable features, which would be in keeping with the those proposed buildings and will harmonise with the remaining area. A condition can be attached to any permission to agree materials prior to the commencement of the works to further ensure that the buildings will be in keeping with the surrounding area.

- 8.8 The proposals would not result in the loss of any significant trees within the site as any trees around the site are within the gardens or surrounding properties. An appropriate condition can be attached to any permission securing the protection of these trees. Further conditions can be added to any permission to ensure that appropriate landscaping is undertaken to further enhance the improvements that these proposals would make.
- 8.9 The proposals are therefore considered to be in keeping with the character of the area and will not have a detrimental impact upon the street scene in terms of the design, scale, massing, bulk and positioning of the development. The proposal is considered to be consistent with guidance given in PPS1, Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan.
- 9.0 **Impact to neighbouring residential properties**
- 9.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 9.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that *“The design of all development within existing residential areas should respect the amenities of adjoining occupiers.”*
- 9.3 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 9.4 The flank elevations of the proposed buildings would be set approximately 24m from the rear of the properties in Mansel Close and 23m from the rear of the properties in Almons Way. These distances are in excess of the recommended flank wall to rear wall distance of 15m and will ensure that the surrounding properties in these roads will not have an adverse impact in terms of loss of light, loss of privacy or being overbearing.
- 9.5 The rear elevations of the proposed buildings would be set approximately 32m from the rear of the properties in Hillersdon. This distance is in excess of the recommended rear wall to rear wall distance of 22m and will ensure that the surrounding properties in Hillersdon will not have an adverse impact in terms of loss of light, loss of privacy or being overbearing, and ensures that the privacy to rear amenity area will also be protected.
- 9.6 The proposed parking to the rear boundary of the properties in Almons Way will not result in any loss of amenity to neighbouring property as there will not be constant vehicle movements and appropriate fencing can be conditioned to ensure that the amenities of these properties are not adversely affected more so than the current situation with vehicles using the garages on the site. The proposed access road will not have a detrimental impact as it runs between the two proposed existing buildings that already have an access road between them and the reduced number of trips resulting from the proposals,

due to the reduction in the number of garages and the increased width of the access way by 1.2m, will improve this situation.

9.7 No objection is therefore raised in terms of the impacts on adjoining residential properties as the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

10.0 **Amenity Space**

10.1 Amenity space criteria is assessed against Local Plan Policy H14.

10.2 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. This policy is further backed up with the Councils Guidelines for the Provision of Amenity Space around Residential Dwellings.

10.3 The proposed dwellings would have a minimum garden depth of between 9m – 13m and accords with the approved Guidelines for the Provision of Amenity Space around Residential Properties.

10.4 The proposal is considered to be in accordance with guidance given in PPS1, and Policy H14 of the Adopted Local Plan in terms of amenity space requirements.

11.0 **Traffic and Highways**

11.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.

11.2 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.

11.3 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.

11.4 This proposals provides 2 parking spaces for each unit and complies with the adopted parking standards. It is not considered that the proposed access road will impact upon road safety and complies with the requirements for access of this type. The number of vehicle trips would be reduced as a result of these proposals and would therefore have no greater impact on highway safety.

- 11.5 The proposed cross over would be acceptable as there would be a decrease in the number of trips using the access and will not be detrimental to the safety of pedestrians using the footway or in increased danger within the highway. The access way will need to be widened to allow access to service vehicles and emergency service vehicles. The Applicant will have to enter into a minor highway works agreement to have these works undertaken.
- 11.6 The proposed access way and car parking area is well overlook and has good natural surveillance to combat any possible anti social behaviour.
- 11.7 These proposals will not have any impact upon Highway Safety and comply with Core Policy 7 of the Local Development Framework Core Strategy and Policy T2 of the Adopted Local Plan.

PART C: RECOMMENDATION

12.0 Recommendation

- 12.1 Approve subject to conditions

13.0 PART D: LIST FOR CONDITION(S)

Condition(s)

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:

(a) Drawing No. 273/11.1, Dated 10/01/2011, Received 13/01/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority.

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

REASON To protect the amenity of residents to the rear of the site and in the interests of the visual amenity of the area.

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

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

6. 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 in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

7. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not be used for any other purpose thereafter.

REASON To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

8. No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems, including one way traffic lights, shall be installed without first obtaining permission in writing from the Local Planning Authority.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

9. None of the dwellings shall be occupied until the access road has been widened to 4m as per the approved plans.

REASON To provide adequate access.

10. Vehicle wheel cleaning facilities shall be provided and used at the site exit for the duration of the demolition and construction period in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site.

REASON In the interests of amenity of nearby residents and highway safety.

11. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles shall be submitted to and approved writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

12. For the duration of demolition and construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

13. For the period of demolition and construction, works which are audible at the site boundary shall only be carried out between the hours of 8.00 and 18.00 Monday to Friday, on Saturdays between the hours of 8.00 and 13.00 and at no time on Sundays or Bank Holidays.

REASON To safeguard the amenities of neighbouring occupiers.

14. 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.

REASON To protect the amenity of residents within the vicinity of the site.

15. 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) protection of adjoining trees

- (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.

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.

16. 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, Development Plan Document, December 2008.

17. The development shall not begin until details of the disposal of surface water from the highway have been submitted to and approved in writing by The Local Planning Authority. No dwelling shall be occupied until the works for the disposal of surface water drainage have been constructed in accordance with the approved details.

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Local Plan for Slough 2004.

Informative(s)

1. The applicant will need to apply to the Council's Local Land Charges on 01753 477316 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
3. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
4. 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.
5. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with

Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

6. 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.
7. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

National guidance

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Statement 3 (Housing)

Local Development Framework, Core Strategy, Submission Document

- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

Adopted Local Plan for Slough

- H13 (Backland Infill Development)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.