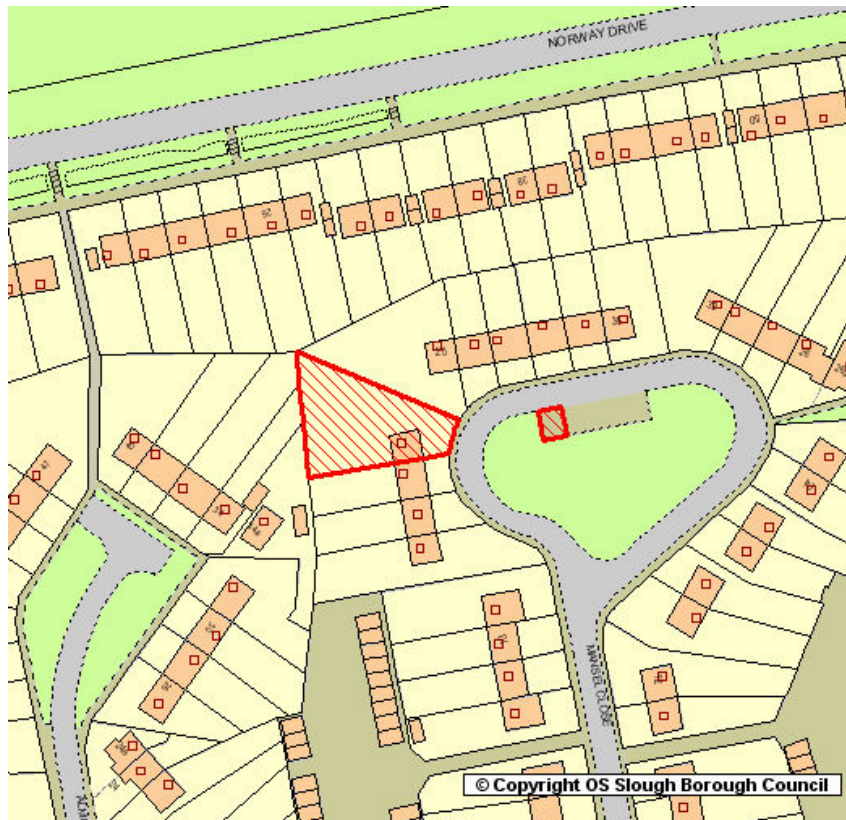


Registration Date:	20-Dec-2011	Applic. No:	S/00680/001
Officer:	Mr Smyth	Ward:	Wexham Lea
		Applic type:	13 week date:
Applicant:	Slough Borough Council		
Agent:	Mr. David Ciccone, Robinson Kenning & Gallagher Unit K, Lombard Business Park, 20-26 Purley Way, Croydon, Surrey, CR0 3JP		
Location:	23, Mansel Close, Slough, SL2 5UG		
Proposal:	ERECTION OF A TWO STOREY THREE BEDROOM ATTACHED DWELLING INCORPORATING A SINGLE STOREY SIDE AND REAR PROJECTIONS WITH PITCHED ROOFS AND SINGLE STOREY REAR TO NO. 23 MANSEL CLOSE WITH A MONO PITCHED ROOF, LAYING OUT OF 2 NO. CAR PARKING SPACES WITHIN ADJACENT GRASS VERGE		

Recommendation: Approve, subject to conditions.



S/00680/001

1.0 SUMMARY OF RECOMMENDATION

- 1.1 This is a Borough Council application, which is normally determined under the scheme of delegation. However, because an objection has been received from Wexham Court Parish Council, the application is referred to this Committee for decision.
- 1.2 Having considered the relevant Policies below, the development is considered to have no adverse affect on the sustainability and the environment for the reasons set out below and is therefore recommended for approval, with conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a proposal for the erection of a two storey three bedroom attached dwelling incorporating a single storey side and rear projections with pitched roofs and single storey rear extension to no. 23 Mansel Close with a mono pitched roof, and the laying out of 2 no. car parking spaces within adjacent grass verge.
- 2.2 The main part of the proposed house measures 5m wide X 8.9m deep. In addition there is a single storey projection to the side at ground floor level, tapering from 1.5m across the frontage to 3.6m at the rear. This protrusion is set back from the front main wall of the house by 2.5m. This part of the house is designed with a gable end. The main house lines through with the central part of the terrace and maintains the central ridge line.
- 2.3 The single storey rear expansion which also spans 23 Mansel Close measures 3.8m high to the top of the monopitch roof and is 3m deep.
- 2.4 Both houses have or retain a 13m deep rear garden, each incorporating a shed and cycle store.
- 2.5 One car parking space is retained within the front garden of the existing house utilising the existing vehicle crossover and a further on site car parking space is provided to the front of the proposed house requiring a separate vehicular crossing. Two further parking spaces are proposed within the amenity area opposite the site, by extending the existing parking court.
- 2.6 The house is designed for occupation by a disabled person and is DDA compliant.

3.0 **Application Site**

- 3.1 The site comprises part of the side and rear garden belonging to 23 Mansel Close which occupies a wide and spacious corner plot at the end of a cul de sac. The existing terrace is characterised by a central terrace of two properties with a front gabled property at either end creating the “book ends” effect. The site is situated on the Wexham Court Estate which is typically a post war municipal housing estate, characterised predominantly by short terraces of housing with varying open breaks between. Incidental areas of amenity space are characteristic of this estate, helping to break up an otherwise dense residential area.

4.0 **Site History**

- 4.1 A previous planning application reference S/00680/000 was submitted for “*erection of a two storey, 5 bedroom dwelling with rooms in roof space served by front and rear dormer windows with associated parking and boundary treatments following demolition of existing stores*”, spanning part of the rear gardens of both 23 & 25 Mansel Close. This was withdrawn on 14th November 2011.

5.0 **Neighbour Notification**

- 5.1 14, 16, 18, 20, 22, 23, 24, 25, 26, Mansel Close
Slough
SL2 5UG
- 30, 32, 34, 36, Norway Drive
Slough
SL2 5QW
- 34, 34a, 36, Almons Way
Slough
SL2 5UE

NO OBJECTIONS RECEIVED

Re –notification of neighbours following submission of amendments to single storey side projection, removing splayed wall and replacing with a stepped design. Consultation period expires on 14th February 2012. Any objections will be reported on the Amendment Sheet.

6.0 **Consultation**

- 6.1 Wexham Court Parish Council, 44, Norway Drive, Slough
SL2 5QW:

Object on the following grounds:

- *It would constitute overdevelopment, and would alter the street scene and be detrimental to the visual skyline and the character of the area.*

Response: Not agreed. The design of the main house would reflect the character of the existing terrace. At its closest point the new house will be 7 metres from the flank wall of the existing house at 25 Mansel Close. At first floor level at its furthest point there will be a separation distance of 17 metres maintained. This will retain a sufficient open break between existing and proposed houses on this corner site.

- *It would cause loss of available natural light, and would overlook neighbouring properties and gardens to the sides and rear thus encroaching on their privacy.*

Response: There are no issues of overlooking or loss of light for neighbouring properties

- *This type of development exacerbates existing problems in relation to the lack of available parking space for the potential number of residents occupying the area.*

Response: On the basis that the 2 no. parking spaces are being provided on the neighbouring amenity area, by extending the existing parking court and are to be assigned by means of a planning condition and on the basis that the balance of one car parking space for each of the existing and proposed dwellings is provided on site, no objections are raised on grounds of parking.

- *The existing open space between neighbouring properties would be lost (a local feature which is currently enjoyed by Wexham Court residents).*

Response: The proposals would not result in the loss of the open break between the existing and proposed dwellings a gap of between 7 metres to the front and 17 metres to the rear (at first floor level) would be retained.

- *The remaining open garden space would be minimalised.*

Response: The rear amenity space to serve both the existing and proposed houses would comply with the Council's approved guidelines.

- *Large developments of this type adversely affect the water table and place an unacceptable additional burden on domestic services (water, sewers, etc.) which are already overstretched.*

Response: No issues are raised regarding surface water drainage and demand for other services would not be grounds

to warrant a refusal of planning permission being given.

Large developments such as this planning application are not in the best interests of the Wexham Court Estate since they are not in keeping with the character of the neighbourhood and are damaging to the overall appearance of the area.

The Local Plan for Slough and SBC's Planning Policy Guidelines take into account the requirements of neighbourhoods such as Wexham by applying various Policies to prevent overdevelopment and loss of amenity space. These Policies should therefore be fully applied to this application.

Please formally register Wexham Court Parish Council's objections to this application.

As the Local Authority for the Wexham Court area we hereby formally request that, in the event that this application is approved despite our objections, a condition should be applied that the property can only be used as a single family dwelling and not subdivided or used for multiple occupation.

6.2 Highways/Transport

Comments were previously made by the Council's transport/highway engineers raising no objections subject to a redesign of the proposed vehicle crossovers.

Whilst the current proposals differ to those upon which the engineers previously commented, some concerns are still expressed regarding the arrangements for on site car parking, the need for a centralised 4 metre wide vehicle crossover to serve both the existing and proposed houses. This will necessitate an amended parking layout with some shared space to the front of both properties. Amended car parking details will be covered by planning condition.

With respect to the off site car parking, this will involve an extension to the existing parking court within the neighbouring amenity area. However, as the two spaces are to be assigned rather than communal, these are to be set back further from the road frontage to avoid adopted highway land. A metre wide footpath alongside the spaces is also proposed. The need for the new spaces to be assigned will be covered by planning condition.

6.3 Berkshire Archaeology

This is a similar proposal to that of P/10720/005, in terms of scale and distance from the recorded archaeological site at Wexham Court and for this reason there is a condition, number 13, attached

to the permission granted for those works.

As outlined for the application P/10720/005, this site also lies within an area of high archaeological potential given the archaeological remains that have been at Wexham Court, 120m to the north. Archaeological investigation was undertaken in 2007 and as a result an excavation was carried out in 2008 prior to development. The presence of prehistoric, Roman and Saxon deposits was identified during both phases of work. The most significant discoveries comprise the finding of an Early Iron Age enclosure measuring approximately 30m x 25m across with a single internal roundhouse, and two post-built houses of Early Saxon date. The Saxon post-built hall houses are also of particular interest due to their rarity in this region.

The potential for encountering remains from different archaeological periods – prehistoric, Roman and Saxon – and phases of activity in this area is considered high. As with other developments in the immediate area, this site is likely to be associated with archaeological implications. The public benefit to undertaking such work is to make a record of the archaeology prior to its destruction by the development. As mentioned above both the Saxon and the Iron Age findings are significant in Berkshire and even more so in Slough – this is not to dismiss the potential for deposits relating to the earlier prehistoric periods, but we know very little about real potential of archaeology of that date currently.

Therefore, some archaeological mitigation is required on these proposals, to ensure preservation "by record" of any features or finds surviving below ground.

Therefore, I recommend the inclusion of the following condition in any planning permission granted to be implemented:

Condition:

No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (**which may comprise more than one phase of work**) in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason:

To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

6.4 Thames Water

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

- 7.1 This application is considered alongside:
- Planning Policy Statements 1 & 3

- Core Policies 1, 3, 4, 7 and 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008.
- Policies H13, H14, H15, EN1, EN2 and T2 of the Adopted Local Plan for Slough 2004.
- Slough Local Development Framework Residential extension Guidelines Supplementary Planning Document January 2010
- Guidelines for Amenity Space Around Residential Properties 1990

7.2 The development is considered in the context of the following:

- Principle of Development
- Design and Street Scene Impact
- Impact on neighbours and Surrounding Area
- Amenity Space
- Parking
- Drainage

Principle of Development

7.3 The proposals to erect an attached three storey family house with a footprint of approximately 115 sq metres, with access to a private rear garden, complies with the requirements of Core Policies 1 and 4 and falls within the definition of a “family house” as set out in the Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008.

Design and Street Scene Impact

7.4 The appearance the proposed house is an attached house which maintains the front building line and consistent ridge height. The design and proportions would relate reasonably well to the existing terrace. The proposed house would be marginally less wide than the existing houses, 5.0 m wide compared to the existing houses which dimension 5.5m wide, however, this would not be perceivable when viewed from the general street.

7.5 Whilst the proposals would result in a greater degree of enclosure on this prominent corner site and whilst substantial open breaks are a feature within this part of the Wexham Court estate, it is not considered that the degree of enclosure is so great as to significantly detract from the character and appearance of the general street scene. A gap of between 7 metres to the front and 17 metres to the rear (at first floor level) would be retained.

7.6 No objections are raised on grounds of design and street scene impact in relation to PPS 1, PPS 3, Core Policy 8 of the Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and Policy EN1 of

the Adopted Local Plan for Slough 2004.

Impact on neighbours and Surrounding Area

- 7.7 Given the separation distances between the existing and proposed houses the proposals will not result in any adverse impact on the amenities of neighbouring residential occupiers. The depth of the single storey rear extension to no. 23 Mansel Close will have a depth of 3 metres and a maximum height of 3.7m, which complies with guidelines.
- 7.8 No objections are raised on grounds of impact on neighbours or surrounding are in relation to Core Policy 8 of the Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004 or the Slough Local Development Framework Residential extension Guidelines Supplementary Planning Document January 2010.

Amenity Space

- 7.9 Both existing and proposed houses retain a 13m deep rear garden, each incorporating a shed and cycle store. The amenity space is fully usable and generally reflect the nature and character of other gardens within the immediate area.
- 7.10 Amenity space levels comply with the Council's approved guidelines for the provision of amenity space around residential properties in relation to Policy H14 of the adopted Local Plan for Slough 2004 and the Council's Guidelines for the Provision of Amenity Space Around Residential Properties 1990.

Parking

- 7.11 Whilst the current proposals differ to those upon which the engineers previously commented, some concerns are still expressed regarding the arrangements for on site car parking, the need for a centralised 4 metre wide vehicle crossover to serve both the existing and proposed houses. This will necessitate an amended parking layout with some shared space to the front of both properties. Amended car parking details will be covered by planning condition.
- 7.12 With respect to the off site car parking, this will involve an extension to the existing parking court within the neighbouring amenity area. However, as the two spaces are to be assigned rather than communal, these are to be set back further from the road frontage to avoid adopted highway land. A metre wide footpath alongside the spaces is also proposed. The need for the new spaces to be assigned will be covered by planning condition.

- 7.13 Subject to the imposition of appropriate conditions no objections are raised on grounds of parking in relation to Core Policy 7 of the Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 nor Policy T2 of the Adopted Local Plan for Slough 2004

Drainage

- 7.14 Foul drainage will be by connection to the existing foul sewer. The site is not located within a flood zone and permeable paving will be used in connection with surface water disposal.
- 7.15 No objections are raised with respect to flooding/surface water drainage subject to the use of SUDs in relation to PPS 25.

PART C: RECOMMENDATION

- 8.0 Recommendation

Approve with conditions

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. 11-3307-TP101, Revision B, Dated December 2011 Received 20th December 2011
 - (b) Drawing No. 11-3307-TP102, Revision A, Dated December 2011, Received 9th December 2011
 - (c) Drawing No. 11-3307-TP103, Revision A, Dated December 2011, Received 7th December 2011
 - (d) Drawing No. 11-3307-TP104, Revision A, Dated December 2011, Received 9th December 2011
 - (e) Drawing No. 11-3307-TP105, Revision A, Dated December 2011, Received 9th December 2011
 - (f) Drawing No. 11-3307-TP106, , Dated December 2011, Received 7th December 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. 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 Local Adopted Plan for Slough 2004.

5. No window(s), other than those hereby approved, shall be formed in the north or south facing flank wall elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

6. No development shall commence until details of the proposed bin and cycle stores (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

7. 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. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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 In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

8. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

9. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Adopted Local Plan for Slough 2004.

10. During the demolition stage of the development, a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust.

REASON To prevent the formation and spread of dust in the

interests of air quality and to accord with Policy EN29 of The Adopted Local Plan for Slough 2004.

11. During the demolition phase of the development hereby permitted, no work shall be carried out on 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 in accordance with the objectives of Policy EN26 of The Adopted Local Plan for Slough 2004.

12. Notwithstanding the deposited plan as hereby approved and prior to commencement of development, a revised car parking layout for the existing and proposed houses which shall include a centralised 4 metre wide vehicle crossover serving both properties, shall be submitted to and approved in writing by the Local Planning authority. The scheme for parking and manoeuvring as approved shall be laid out prior to the initial occupation of the development hereby permitted and 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, and to ensure adequate car parking to serve the development in accordance with Core Policy 7 of the Local Development Framework Core Strategy (2006 – 2026) development plan Document December 2008

13. Notwithstanding the deposited plan as hereby approved and prior to commencement of development, a revised car parking layout for 2 off site car parking spaces shall be submitted to and approved in writing by the Local Planning authority. 1 no. car parking space shall be assigned for use only by the occupiers of 23 Mansell Close and the other 1 no. space is to be assigned to the occupiers of the new dwelling as hereby approved. Appropriate measures shall be taken to ensure that these car parking spaces are retained for such use at all times to the satisfaction of the local planning authority. The scheme for parking and manoeuvring as approved shall be laid out prior to the initial occupation of the development hereby permitted and shall not thereafter be used for any other purpose.

Reason: To ensure adequate parking to serve the proposed development and in the interests of general highway safety in accordance with Core Policy 7 of the Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and T2 of the Adopted Local Plan for

Slough.

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction working hours, hours during the construction 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 otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

15. Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority. The construction management plan and programme shall include details of the following:

- Details of contractor parking available
- 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

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON: So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

16. No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a

written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough in accordance with PPG 16.

17. The development shall not be occupied until the existing access(s) to the site have been stopped up and abandoned and the footway and verge crossing reinstated in accordance with the details to be agreed in writing by the Local Planning Authority.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

18. No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

Informative(s)

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 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.

4. 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.
5. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
6. 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.

Policies:- Planning Policy Statement 1, Planning Policy Statement 3, Core Policies 4, 7 and 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policies, H13, H14 EN1 EN2, and T2 of the Adopted local Plan for Slough 2004.

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.