

Registration Date: 20-Oct-2011
Officer: Ian Hann

Applic. No: P/08911/006
Ward: Upton
Applic type: **Major**
13 week
date: **19th January 2012**

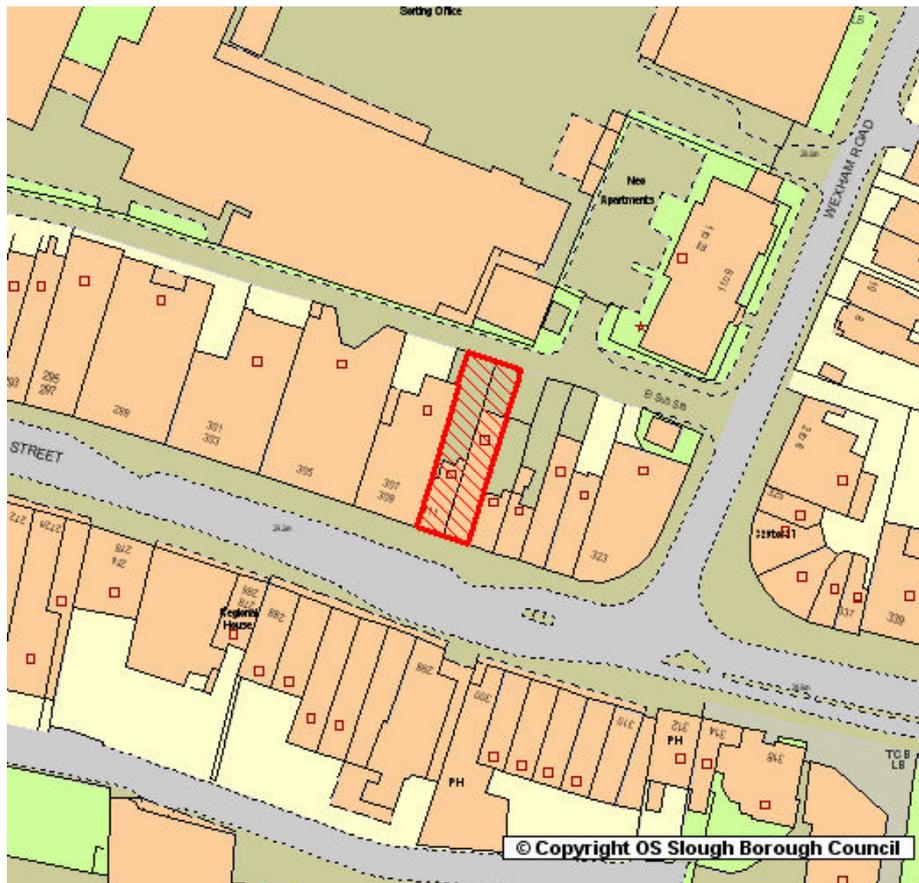
Applicant: Mr. Rajesh Bajaj

Agent: Mr. Jogo Jutley 17, Gledwood Crescent, Hayes, Middlesex, UB4 0AX

Location: 311-313, High Street, Slough, Berkshire, SL1 1BD

Proposal: ERECTION OF FOUR STOREY REAR EXTENSION AND NEW THIRD FLOOR WITHIN MANSARD ROOF, TO PROVIDE ENLARGED COMMERCIAL FLOOR SPACE AT GROUND FLOOR AND 10 NO. X TWO BED FLATS AND 1 NO. X ONE BED FLAT ABOVE AND 1 NO. STUDIO FLAT

Recommendation: Delegate to the Head of Planning Policy and Projects



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 The proposals are considered acceptable in principle, subject to some detailed changes to the internal layout to achieve a design which reduces the potential for the direct overlooking of neighbouring land from some of the flats. It is therefore recommended that the application be delegated to the Head of Planning Policy and Projects for resolution of outstanding design matters, finalising conditions and final determination.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Planning Permission is sought for the erection of a four storey rear extension and a new third floor on top of the existing roof within a mansard roof, to provide an enlarged commercial floor area at ground floor level 10 two bedroom flats, 1 one bedroom flat and 1 studio flat in a part conversion / part new build scheme.
- 2.2 The proposed extension would have a depth of 19.5m and a width of 9.8m at first and second floor level and a new third floor measuring a depth of 29m and width of 10.3m. The new third floor would be set back by 1.2m from the front elevation of the building and would add an additional height of 2.4m, although 1.5m would be shielded by the existing parapet around the roof.
- 2.3 The proposed building would fill most of the site and allow for deliveries and servicing at the rear of the site. The additional floor will be set back from the front of the building and behind the existing parapet wall so that it will not be visible from the High Street and the building will retain its current appearance when viewed from here, save the changes in window design
- 2.4 Pedestrian access to the building would be provided from the rear of the site from Grove Parade with the commercial units benefiting from their own entrances from High street.
- 2.5 The building would comprise:
- 2 no. retail units, entrance to the residential properties, cycle storage, bin storage and services at ground floor level;
 - 4 no. two bedroom flats at first floor and second floor levels;
 - 4 no. flats (2 no. two bedroom flats, 1 one bedroom flat and 1 studio flats) at third floor level.
- 2.6 The flats would be accessed via a secure communal entrance and corridor at ground floor level leading to stair access providing access between the levels.

Access to the cycle and bin store for servicing would be via the side access leading to the rear of the property.

2.7 The flats on the rear elevation would have Juliet style balconies.

3.0 **Application Site**

3.1 The site is a rectangular site to the north of High Street. The site is 34.5m deep and the road frontage is 10.2m wide.

3.2 The site is currently occupied by a mid terrace three storey flat roofed building with commercial uses at ground floor level and residential units above. There is an access road to the rear of the site. The building is a locally listed building.

3.3 The site is adjoined by three storey commercial/ residential buildings either side to the east and west, the service road with the rear of the royal mail sorting office at the rear of the site to the north and a mix of commercial and residential development on the opposite side of the High Street to the south

3.4 The site is located within the Slough Town Centre, forming a secondary shopping frontage and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 **Site History**

4.1 Planning history with regards to application site has been related to advertisement consents and applications for change of uses and new frontages to the commercial element of the building.

4.2 The applicant entered into pre application discussions with regards to these proposals where they were advised that the scheme could be acceptable subject to issues with regards to design and flank wall windows being overcome.

4.3 The neighbouring site at 315-317 High Street was granted planning permission for a similar scheme involving a 4 storey rear extension in June 2007 and the proposals the subject of this application looks to replicate the adjoining approved scheme.

5.0 Neighbour Notification

5.1 296, 298, 307, Flat 1, 307, 309, 313, 315, 315a, High Street, Slough

Slough Telephone Exchange, Sorting Office, Wellington Street, Slough

NO OBJECTIONS RECEIVED

6.0 **Consultations**

6.1 Highways and Transport

Car Parking

No car parking is being provided, which is in accordance with the Slough Local Plan 2004 Parking Standards. However, the non-provision of car parking spaces does not prevent occupiers from owning a vehicle and therefore to protect the amenity for existing local residents, occupiers of this development should be prevented from obtaining a residents parking permit in the town centre area. This should be conditioned.

Cycle Storage

The cycle storage does not meet the Council's minimum standards as set out in the Developers Guide Part III – the existing store measures 0.5m deep and 5m in length – clearly cycles cannot be stored within these dimensions. The plans will need to be amended to provide dedicated stores measuring 1m x 2m for each flat. Cycle storage needs to be provided to a high standard as no car parking is being provided. There is sufficient space at the rear of the building under the building overhang to provide individual stores together with using the existing space allocated for cycle storage. If this was done then the entrance to the flats would need to be relocated to the front of the overhang. This would make the building more secure as a larger part of the overhang would be removed, helping to reduce the chance that the space would be used for anti-social behaviour/crime. Without high quality cycle parking there would be a highway objection. Thus if the cycle parking is not improved it is recommend that the following reason for refusal is used. *The development fails to provide cycle parking in accordance with adopted Slough Borough Council standards and therefore does not comply with the Council's Local Transport Strategy and is therefore contrary to Slough Borough Council Local Plan Policy T8.*

If the cycle parking is improved and the plans resubmitted for approval, the use of a cycle parking condition would be recommended.

Servicing

Delivery vehicles serving the businesses and flats must use Grove Parade. Delivery vehicles must pull clear of Grove Parade while loading or unloading and thus an area of hard standing should be provided along the length of the site to the rear; this could also be provided in the form of a layby measuring a minimum of 3.0m in depth. Please provide tracking drawings showing ingress to and egress from the loading bay.

Refuse and Recycling

The applicant has only provided 3 eurobins and it is not clear as to whether these are for the residential or the commercial uses. Assuming that the three eurobins are provided for the residential, I would expect the applicant to provide at least 2 further eurobins for the commercial uses on the site (plans to be amended).

Drainage

The application form and drawings fail to show the means of disposal of surface water. The applicant should preferably drain the site to soakaway at the rear of the development. However should this not prove possible an attenuated flow to the public SW sewer in the High Street may be considered however the applicant should submit details of his surface water design and calculations. This could be conditioned.

Recommendation

Subject to the application being revised in accordance with my comments and submitted for further consideration including amended loading provision, amended refuse/recycling storage for residential and commercial uses and substantially improved cycle storage, there would be no highway objection.

Suggested Conditions

1. The scheme for manoeuvring and the loading and unloading of vehicles shown 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, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

2. No occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with residential properties in accordance with Core Policy 7 of the Slough LDF 2006-2026.

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 development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this

purpose.

Reason: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Local Transport Plan.

Suggested Informatives

1. The applicant will need to apply to the Council's Land Charges Department for numbering of the units.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. 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.
4. 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.
5. 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.

6.2 Conservation and Listed Building Advisor

Following adverse comments made in previous discussions took place and a revised approach was submitted for further pre-application advice which retained the mansard storey but set it well back beyond the parapets to reduce considerably its impact on views within the High Street. I indicated that this approach would be acceptable.

Accordingly there are no objections to the formally submitted scheme.

6.3 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

National guidance

- Planning Policy Statement 1 (Creating Sustainable Communities)
- Planning Policy Statement 3 (Housing)
- Planning Policy Statement 4 (Economic Growth)
- Planning Policy Statement 5 (Planning for the Historic Environment)

Local Development Framework, Core Strategy, Submission Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 4 (Type of Housing)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 9 (Natural and Built Environment)

- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- H7 (Town Centre Housing)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)

7.2 The planning considerations for this proposal are:

- Principle of use
- Design and impact on street scene and character of area and Listed Building
- Impact to neighbouring residential properties / relationships to neighbouring buildings
- Standard of accommodation for future residential occupiers
- Amenity Space
- Parking / Highway Safety

8.0 **Principle of use**

8.1 The principle of a mixed use scheme and would comply with PPS1, PPS3 in principle as it is a brownfield site and makes efficient use of a underutilised site and could be supported subject to the resolution of some fundamental issues such as scale, bulk and height of the development, design and environmental impacts that are considered in detail below.

8.2 Core Policy 6 of the Council's Core Strategy encourages retail uses within the existing Town Centre and the new remodelled retail units that form a part of this scheme would be in keeping with this policy and would continue to provide retail units within the Town Centre.

8.2 Core Policy 4 of the Council's Core Strategy supports high density flatted development, such as that proposed within the Town Centre. Being a high density scheme in the town centre it will comply with Core Policies 1 and 4 of the Core Strategy. The proposals which represent a mixed use retail and housing scheme, comply with the principles of Policy H7 of the Adopted Local Plan which supports the principle of such schemes within the Town Centre Commercial Core Area.

8.3 This site is not a site that has been identified in the Councils Land Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has overachieved the amount of housing required by 17% and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.

9.0 **Design and impact on street scene and character of area and Listed Building**

- 9.1 Design and external appearance is assessed against PPS1, Core Policy 8 and Local Plan Policy EN1.
- 9.2 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'*.
- 9.3 Planning Policy Statement 5 (Planning for the Historic Environment) advises that *'historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations.'*
- 9.4 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"*.
- 9.5 Core Policy 9 of the Local Development Framework, Core Strategy, states that: *"Development will not be permitted unless it enhances and protects the historic environment ... respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designation."*
- 9.6 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.
- 9.7 While the properties neighbouring the application site have residential units above commercial units are generally three stories in height the proposed building has a new top floor set back from the front elevation by 1.2m and set behind an existing parapet wall. This results in the top floor not being highly visible from street level and giving the building an appearance of a three storey building and therefore more in keeping with the neighbouring attached building. The bulk of the building will be increased when viewed from the access road at the rear of the site. However the visible area of the bulk will again be in keeping with the attached building that has been extended in a similar manner and will not have a detrimental impact upon this service road or from the limited views of it from Wexham Road to the east. The proposed building is therefore considered to be in keeping with the character of the area in terms of its height and bulk.
- 9.8 The proposed building has been designed as a four storey / mansard roof building when viewed from the access road with the top floor stepped back from the front as detailed above, so that it is not visible from High Street. This design of building will be in keeping with the flat roofed buildings to which the applicant building is attached, when viewed from High Street. The appearance facing High Street will not alter, apart from the change in window design, and will not have a detrimental impact upon the character of the area.

The limited changes to the front elevation and with the additional floor shielded from view of the High Street will ensure that the proposals will not have a detrimental impact upon the appearance of the Locally Listed Building. The design of the building will match the neighbouring property when viewed from the rear access road and will not have a detrimental impact upon the character of the area. The proposal will therefore incorporate an acceptable form of design within the street scene and the character of the area.

9.9 The building has been designed in a modern style using clean lines. The proposed fenestration will break up the mass of the building. The apartments facing out to the rear of the building will have glass Juliette balconies. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre. A condition can be attached to any permission to ensure that some degree of control is maintained when it comes to selecting final materials.

9.10 The design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene or the character of the area of the existing Listed Building.

10.0 **Impact to neighbouring residential properties / relationships to neighbouring buildings**

10.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.

10.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that the design of all development within existing residential areas should respect its location and surroundings.

10.3 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.

10.4 The proposed extension will be positioned so that it will be the same depth as the recently redeveloped property at No. 315 and with obscured windows facing onto the application site the proposals will not result in a loss of light or loss of privacy to this property. The neighbouring property at No. 307-309 has side facing windows that look onto the application site. However a recent planning permission allowed the conversion of the first floor of this building to an office use and there would therefore be no impact upon the amenity of the occupiers of the building. Furthermore the last floor plans for the neighbouring property in residential use shows that the side windows serve non habitable rooms or are secondary windows to habitable windows and the therefore are no afforded the protection that primary windows would have. It is therefore considered that the neighbouring property will not be affected in terms of overbearingness or loss of light. The proposed extension has high level side facing windows and will not result in a loss of privacy to the neighbouring properties.

10.5 The proposed building will be sited directly opposite the residential and commercial properties over the opposite side of High Street and these proposals would not have a detrimental impact on these properties with no real changes in the front elevation and the generous separation distance between the properties.

10.6 Opposite the rear of the site is the royal mail sorting office and telephone exchange and the proposals will not have any detrimental impact on these sites.

10.7 It is therefore considered that the proposals would not have a detrimental impact on the living conditions of the existing occupants of the adjoining residential properties in accordance with PPS1, PPS3, Core Policy 8 and Local Plan Policy EN1.

11.0 **Standard of accommodation for future residential occupiers**

11.1 The Council's approved Guidelines for Provision for flat conversions, 1992 requires a minimum room size for the type of development proposed. Although these guidelines relate to conversions of flats they do provide a guide for new build development, such as proposed in this application. The guidelines state that living areas (sitting and dining) for 1 bed room flats requires an area of 14.86m², kitchen areas require 5.57m and bedrooms require 11.14m² and for 2 bedroom flats living areas require an area of 16.72m², kitchen areas require 5.57m and bedrooms require 11.14m² and 6.5m². The rooms for the proposed buildings comply with the guidelines apart, therefore ensuring that the rooms are of suitable size for the proposed uses.

11.2 The lounge / kitchen areas face out from the front and the rear of the building will obtain a good degree of daylight and out look. The main bedroom for the flats have windows facing to the rear of the site but have angled bays thereby providing a form of outlook and will allow a day light to enter the room and will not have a detrimental impact upon the amenities of the occupiers of these flats. The second bedrooms have side facing high level windows that will not provide any form of out look and restrict the amount of light that will enter these habitable rooms. This issue however can be overcome with a redesign of the proposals to change the internal orientation of the flats to overcome these issues. Discussions are ongoing with the applicant and any changes to the scheme will be reported on the amendment sheet.

11.3 The layout of the proposed development is acceptable in the form that the commercial elements of the building will benefit from a separate entrance to the residential elements of the building.

11.4 The development will allow for a satisfactory standard of living conditions for the future.

12.0 **Amenity Space**

- 12.1 Amenity space criteria are assessed against Local Plan Policy H14.
- 12.2 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 goes further to say that in smaller schemes, such as one bedroom flats, demand for real gardens is not so strong.
- 12.3 This scheme proposes flats with no real usable amenity area. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
- 12.4 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.

13.0 **Traffic and Highways**

- 13.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.
- 13.2 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.
- 13.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 13.4 The applicant is not required to provide any parking spaces for this development, which is consistent with Policy T2 in the Slough Local Plan. As the development is located in a sustainable location in close proximity to the railway station, bus station and other facilities, including 24 hour car parks, there is no objection in principle to the development providing no parking. An informative can be added to any permission to tell the applicant that future residents would not be able to obtain parking permits, to ensure that the development is car free and the appropriate Council department will also be informed of the restriction.
- 13.5 With this development a car free development, it is vital to ensure that high quality cycle parking provision is included. The application proposes an area accessed from the rear of the building for the storage of bicycles relating the

residential element of the property and this are should store a minimum of 12 cycles and can be secured via condition to meet the Council's Cycle Parking Standards as set out in the Developer's Guide Part 3, Section 7.

13.6 Amended plans have been submitted in response to the comments that has been received from the Council's highways consultant and any additional comments will be reported on the amendment sheet.

13.7 The proposal is considered to comply with Core Policy 7 of the Local Development Framework Core Strategy and Policy T2 of the Adopted Local Plan.

14.0 **Summary and Conclusions**

14.1 Having considered the policy background and the comments from neighbours and consultees it is recommended that the proposals are considered acceptable in principle, subject to some detailed changes to the internal layout to achieve a design which reduces the potential for the direct overlooking of neighbouring land from some of the flats. It is therefore recommended that the application be delegated to the Head of Planning Policy and Projects for resolution of outstanding design matters, finalising conditions and final determination.

15.0 **PART C: RECOMMENDATION**

15.1 Delegate to the Head of Planning Policy and Projects for resolution of outstanding design matters, finalising conditions and final determination.

PART D: LIST OF CONDITIONS AND INFORMATIVES

CONDITIONS

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.

To be advised

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 Local Plan for Slough 2004.

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. The development shall be implemented in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

4. Notwithstanding the window details shown on the approved drawings, the applicant shall submit details of the windows to be positioned on the flank elevations. This shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and shall be implemented in accordance with the approved revised plan.

REASON To ensure a satisfactory level of light into the living rooms of each of these flats, in the interests of the living conditions of the future occupiers.

5. No window(s), other than those hereby approved including those to be agreed under conditions above, shall be formed in the flank elevations of the development as shown on the deposited plans hereby approved without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties.

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.

7. No part of the development shall then be occupied until the secure cycle store, incorporating storage for 12 cycles, for use of the residential has been laid out and constructed in accordance with the details as approved in writing by the Local Planning Authority prior to the commencement of the scheme and maintained thereafter.

REASON To provide sufficient infrastructure to allow convenient and accessible cycle parking to be provided on site to comply with the requirements of the Local Plan.

8. No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers)

have been submitted to and approved in writing by the Local Planning Authority. The approved details 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.

9. Prior to commencement of the development, the applicant shall submit to and have approved in writing by the Local Planning Authority full details of the surface water disposal design and calculation from the building, access road and car parking area. No dwelling shall be occupied until the approved scheme has been implemented in accordance with the approved details and shall be maintained thereafter.

REASON To prevent the risk of flooding.

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 in 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) 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 details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area.

17. 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, Submission Document, November 2007.

18. There shall be no access to the roof other than for maintenance purposes at any time.

REASON In the interests of local residential amenity.

19. The scheme for manoeuvring and the loading and unloading of vehicles shown 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, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

20. The development shall not begin until a scheme for acoustic treatment between floors has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the scheme shall be completed before the flats are occupied.

REASON To ensure adequate internal noise levels are achieved in accordance with guidance given in PPG 24.

INFORMATIVES

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. 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.
6. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
7. The applicant is advised that no occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.
8. 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.

9. 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
10. 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.
11. The decision to grant planning permission has been taken having regard to the policies and proposals in the Slough Local Development Framework, Core Strategy 2006-2026 (Submission Document, Nov 2007), the Local Plan for Slough 2004, 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)
- Planning Policy Statement 4 (Economic Growth)
- Planning Policy Statement 5 (Planning for the Historic Environment)

Local Development Framework, Core Strategy, Submission Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 4 (Type of Housing)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 9 (Natural and Built Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- H7 (Town Centre Housing)
- 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.

Informative

The applicant is hereby informed that commencing development without first having complied with the pre-commencement conditions as set out in this decision notice may mean that the decision notice will expire and render the development to be unlawful.

This notice DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether they require an application.