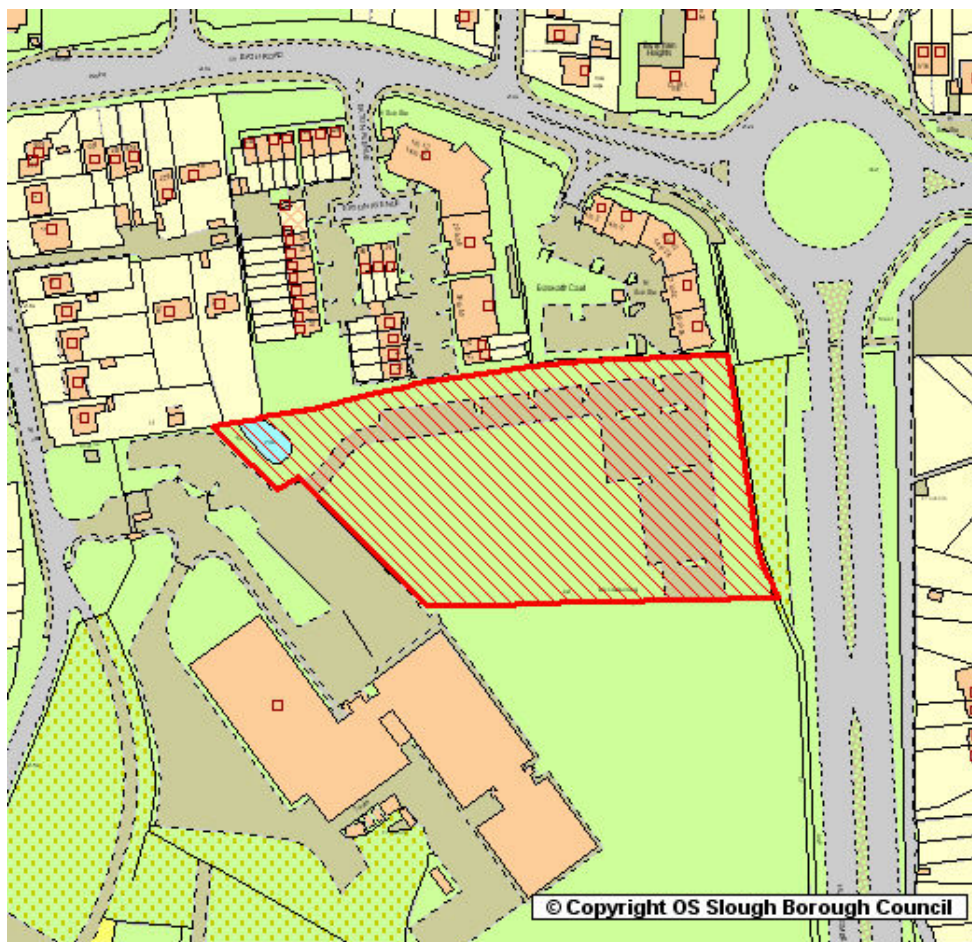


Registration Date:	03-Nov-2011	Applic. No:	P/02441/010
Officer:	Mr. Albertini	Ward:	Cippenham Green
		Applic type:	Major
		13 week date:	2nd February 2012
Applicant:	Taylor Wimpey West London/ British Overseas Bank Nominees &, WGTC Nominees Ltd		
Agent:	Mr. Geoff Armstrong, DPP West One, 63-67, Bromham Road, Bedfordshire, MK40 2FG		
Location:	Land at Wyeth Pharmaceuticals, Huntercombe Lane South, Taplow, Berkshire, SL6 0PH		
Proposal:	ERECTION OF 59 NO. DWELLINGS WITH ASSOCIATED ACCESS, CAR PARKING AND LANDSCAPING		

Recommendation: Delegate to Head of Planning Policy and Projects



1.0 SUMMARY OF RECOMMENDATION

Delegate to HPPP for Section 106 to be completed.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The original application has been revised from 59 to 54 dwellings including 16 affordable homes. It comprises the following mix :
- 1 one bedroom flat (Affordable)
 - 1 two bedroom flat (Affordable)
 - 24 three bedroom house (9 of which affordable)
 - 28 four bedroom house (5 of which affordable)
- 2.2 30% of homes will be affordable housing. All are intended as social rent tenure. The overall density is 48 dwellings per hectare. 106 parking spaces are allocated to homes with 18 unallocated resulting in an overall 2.3 parking spaces per home.
- 2.3 The development comprises a mixture of terraced and linked semi detached homes. These are arranged along a short road with two paved squares and 2 courtyard areas off the road. Most are 3 or 2 and a half storey. Traditional hipped roof brick and tile homes are proposed with elevations mostly brick but some with weather board cladding. Features from buildings in the area have been used to influence the designs.
- 2.4 Access is via the existing former Wyeth office site access connecting with a new 4.8 metre wide link road across the north of the office site to reach the application site. The link road is outside the Borough. There is scope for a small pedestrian link to be made via a parking court yard in the north east corner to the wide verge alongside the motorway spur up to Huntercombe roundabout.
- 2.5 The dry pond on the site is to be remodelled as a landscape feature combined with surface water retention pond. This pond is next to the entrance road. To the south side of the access road is a retained mature tree and a small open space. To the south of the site, outside the Borough, the landscaped grounds of the adjacent office will be used for surface water overflow.
- 2.6 High bushes near the east boundary will go. Larger trees near the edges will be retained. Some smaller trees, mostly conifers, have already been removed. There is a big hedge along most of the northern boundary.

2.7 Supporting information submitted with the application includes: design & access statement, transport assessment, flood risk assessment & drainage strategy, soil investigation, ecology, heritage, trees/landscaping, noise and viability study re developer contributions. The applicant states that the scheme is not financially viable if the normally requested Section 106 developer contributions are required.

3.0 Application Site

3.1 This 1.24 ha. site is on the very edge of the town adjoining green belt land in South Bucks and the approach to it passes open field and detached homes. It is part of the former Wyeth site, now vacant, the main office building sitting very close by to the south west. To the west of the site is the office car park with open fields beyond. To the south are the landscaped grounds of the office building. To the east are bushes and horse chestnut trees alongside the motorway spur road beyond. Close to the north boundary are flanks of houses (Eaton Ave.) and flats (Bosworth Ct.) built within the last 10 years. Houses are 2 and 3 storey. Flats are 3 storey rising to 45 storey further away from the site. Huntercombe Manor, a listed building and associated Historic Park and conservation area lie to the south of the office building grounds. The buildings are not visible from the application site.

3.2 The site is currently partly green field and partly tarmac car park with some large trees on the edge of the site. Some smaller trees, mainly conifers, have already been removed. The car park was built about 1995 by Wyeth to serve an intended second office building on the application site. At the west end is a dry pond that was once linked to a pond to the north, in an adjoining rear garden, that had a type of newt in it that is a protected species. A major gas main is nearby to the east boundary.

3.3 South Bucks District Council has recently granted planning permission for redevelopment of the adjacent vacant office building. That permission, for a 2 and 3 storey office, includes an access road to the residential development site from a shared access point on Huntercombe Lane South. The application site and Borough boundary is set back many metres from the public highway at Huntercombe Lane. The proposed replacement office building will be in a similar location as the existing and part of the parking area will be bounded by the link road to the residential site.

3.4 The largest trees near the south boundary are 11, 15 and 18 metres high. A 13 metre high tree sits next to the access road. Two Tree Preservation Orders on the south edge of the site are not now relevant as the willow trees referred to have gone. They were probably lost a long time ago.

4.0 Site History

2 storey office and car park. Approved 1994 (P/24441/004). This planning permission for the office building remains current as the car park constructed on site counts as a start of the development i.e. the office building could be started at any time.

4.1 Minor fencing and lighting permissions given 1994 to 2000.

4.2 Adjacent site: office redevelopment and site access road approved 2011 & 2012 by South Bucks District Council.

5.0 Neighbour Notification

5.1 Bosworth Ct. 1-38 incl.
Eaton Ave. 39 – 60 incl.
Huntercombe Lane South 3A, 5A, 1 – 17 odd., Maywood, High Beeches, The Gables, Coombe Lodge.

Neighbours have not been re-notified regarding the revised and reduced scheme.

5.2 2 letters of objection received. Concerns raised are:

- Development in area already excessive.
- Traffic congestion
- A4/Huntercombe Lane junction at capacity.
- Transport Assessment – accuracy questioned; parking standard should be met; junction too close to access onto Huntercombe Lane South, suitability of foot access to south questioned.
- Pollution will be a problem (from traffic)
- No mention of M4 air quality management order.
- Existing sewer and flooding problems in area.
- Huntercombe Lane South regularly floods; risk of further flooding affecting homes in the Lane.
- Flood Risk assessment accuracy questioned.
- Drainage Strategy questioned e.g.: ability of ground to soak in surface water.
- Noxious substances in ground; risk of flooding can spread pollution.
- Design of homes does not resemble those nearby.
- Ecology assessment accuracy questioned - does not refer to ponds or species identified in vicinity of site.

5.3 A response to most of these comments is in the report below. Regarding other matters extra pollution from traffic will not be so great as to justify controls; the motorway air quality management area does not include this site. Regarding the accuracy of the

transport assessment the Council's officers have raised some queries with the applicant. The overall assessment has resulted in the applicant accepting the Council's request for off site works re junction capacity concerns and accessibility.

5.4 Public notice in local newspaper.

6.0 Consultation

6.1 Traffic /Highways

Highway design of revised scheme acceptable. The key road into the site can be adopted but this is subject to Bucks County Council adopting the new link road between the site and the existing public highway at Huntercombe Lane South. Bucks CC have indicated they do not intend to adopt the link road.

Transport – concerns about the affect of development on capacity of Bath Rd/Huntercombe Lane junction. Cycle/pedestrian accessibility is limited/poor in particular routes to school are long. Request financial contribution to junction capacity enhancements and/or pedestrian/cycle access. Comments have been coordinated with Bucks County Council.

6.2 Environmental Protection: Request soil quality conditions.

6.3 Recreation: request financial contribution towards recreation enhancements off site.

6.4 Education: Request financial contribution to all levels of education.

6.5 Affordable Housing: agree the revised proposal in terms of mix and tenure etc.

6.6 Neighbourhood Enforcement: No objection received re noise attenuation proposals for homes near motorway spur road.

6.7 Tree Officer: Most concerns addressed by revised scheme. Some homes still quite close to tall trees that are still growing on the south boundary. Arboricultural Method Statement needed re construction near to existing trees.

6.8 Drainage:

Requested further information and revised drainage strategy. Some concerns still remain re revised submission and discussions continue as to whether the addition of planning conditions can deal with concerns. Comments have been made in liaison with Bucks County Council.

6.9 Environment Agency:

No objection re groundwater contamination and river flooding.
Maintain objection re surface water until the Local Authorities are satisfied.

6.10 South Bucks District Council:

No objection in principle. Request that prior to determination advice from Bucks County Council sought re adverse impact on roads. Request Thames Water consulted re capacity of drainage system. Request flooding and ecological issues fully addressed. National Grid should be consulted.

The Council have passed on objections from Burnham Parish Council & the City of London re Burnham Beeches. The Parish object on basis of effect on flood plain, large number of dwellings for a small site, increased pressure on traffic; adverse effects on local environment.

The Council have passed on National Grid and Thames Water comments and neither object to the proposal in principle.

6.11 Crime Prevention Design Advisor:

Advises about boundary treatment and rear garden access paths/gates. The detail design stage can take account of points raised.

6.12 Archaeology

Condition requested re survey and possible archaeological work. (Some investigation work on site was carried out as part of the car park construction).

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 Development of this site is not part of the identified 5 year supply of housing for the Borough so it is not essential that it comes forward for residential use. Furthermore it is not allocated for development in the Site Allocations Development Plan. Loss of the part green field nature of the site conflicts with the Core Strategy policy of developing primarily brownfield sites.

7.2 However the main reason the site was not allocated was because of potential flood risk that had not at that time been investigated in detail. The site has since been removed from flood zone 3 such that

just surface water drainage issues remain. Furthermore the existing planning permission for an office building on the site is a material consideration when weighing up the significance of developing green field land. If the site is developed as now proposed it would remove the office permission which is a benefit as an office use in location would now conflict with Core Strategy policy of avoiding car dependent out of town employment uses. The mainly family homes proposed ties in with current Core Strategy policy. Furthermore development would provide 16 social rent units which is a benefit so the proposed is acceptable in principle in terms of land use.

- 7.3 Flooding from rivers and streams is not now an issue for the site but surface water flood risk after storms is. Recent survey work shows the area is at some risk. However information supplied by the applicant indicates there is scope for the risk to be dealt with without worsening existing problems and without affecting the new homes. It is proposed that most surface water from the development and plus any other overland flows of storm water feed into the open land south of the development. However discussions continue regarding whether or not more information about the drainage strategy is needed prior to a decision being made. Related to this is the matter of Huntercombe Lane South being a place of known flooding.

8.0 Design Matters

- 8.1 The housing is quite dense for an edge of town site adjoining the green belt with low density housing nearby on Huntercombe Lane South. However the site is set back from the road and bearing in mind the bulk of the adjacent office the density will not significantly change the character of Huntercombe Lane South.
- 8.2 The density has resulted in some compromises such as less generous garden sizes for a suburban development, buildings and roads close to mature trees and separation distances not found in suburban areas. In particular some semi detached homes alongside the principle road are 15 metres apart across the road which is not good for privacy. The homes near the large south boundary trees will have longer gardens with 9 metres clear of the crown spread of the tree. A tree management scheme will be sought by condition to help control site works near trees. These trees and others on the site are important features for the visual amenity of the area including the setting of the adjacent green belt.
- 8.3 The small garden sizes for the bigger homes is compensated for by the financial contribution towards recreation enhancements off site and the small open space on site where toddlers can play.
- 8.4 There are 2 allocated car parking spaces for each house but none of the 28 four bedroom homes get an allocated third space. The

Council's standards allow 3 spaces to be sought where necessary. There are however 17 unallocated spaces to accommodate overflow for the entire development. Any further overflow would probably occur on the access road which has no homes adjacent and falls within South Bucks District Council area.

- 8.5 Regarding the relationship to existing homes the separation distances are typical for medium density development and in general flank walls of both existing and new come up against the shared boundary. The plans show the existing hedge on the boundary retained which is an important feature for separation and appearance of the developments.
- 8.6 Some new homes in the south west corner will be 15 metres away from the 2 storey part of the recently permitted redeveloped office adjacent. This is not ideal but the nearest house has been orientated to limit overlooking opportunities.
- 8.7 The reformed pond with planting will provide an interesting entrance feature and help soften the view of development when seen from the road (which is on the edge of the green belt) and homes in Huntercombe Lane. The existing trees on the south boundary and in the office grounds adjacent provide a limited screen of the new homes when viewed from the adjacent green belt land.
- 8.8 The elevational treatment of the homes is acceptable and includes typical suburban features found in the area. The site is sufficiently separated from the bungalows etc in Huntercombe Lane such that there is no design reason for replicating the appearance in the new development.

9.0 Access & Transport

- 9.1 The access onto the public highway is acceptable to Highways but it is beyond the Borough boundary. South Bucks District Council has approved a separate planning application for the 4.8 metre wide access.
- 9.2 Regarding traffic the applicants view is that the existing problems at the junction will not be significantly worsened by the additional traffic. The additional traffic estimated takes account of the proposed redeveloped office adjacent. They also say the site is highly sustainable Transport officers two key concerns are the adverse effect on the already busy Bath Rd./Huntercombe Lane traffic signal junction and the sites poor accessibility for pedestrians and cyclists. The applicants believe there is no clear justification for off site traffic management and safety works etc. but they are prepared to make a financial contribution towards such works and/or improved pedestrian and cycle access.

9.3 Pedestrian access is via a very narrow path on Huntercombe Lane South up to the Bath Rd. but there are few local facilities within easy walking distance other than the Maidenhead Slough Heathrow bus service. The financial contribution agreed may be used to create a path link from the north east corner of the site to a new pedestrian crossing at Huntercombe roundabout. The link path along the wide spur road verge would be subject to Highway Agency approval.

9.4 A pedestrian access to the south to create a short cut to Cippenham via an existing footbridge over the motorway spur is desirable and has been sought but it would be difficult to achieve even if the applicant agreed.

10.0 Other Matters

10.1 The dry pond and the associated pond just north of site boundary once had a type of newt that is a protected species. Consequently the affect of development on such newts and their habitat surrounding the ponds must be established before a decision is made. Development might need to be restricted or mitigation measures made. The submitted ecology study states there is now no evidence of the newts. As the study did not appear to include the existing pond with water in further information has been sought. An update will be given on the Committee amendment sheet.

10.2 The proposed reformed pond can be become a new habitat for some wildlife. A condition is a recommended to cover bird and bat boxes. Bats have been seen in the area but no roost found.

10.3 Noise from traffic on the motorway spur road is significant enough for it to be a planning consideration. For the homes proposed near the road special windows can be installed to achieve appropriate interior noise levels. A special garden fence is also recommended to reduce noise to both homes and rear gardens.

10.4 The proposal will not affect the setting of listed buildings, historic park and conservation area of Huntercombe Manor.

10.5 Regarding sustainable development and in accordance with Council policy the development will be required to achieve Code for Sustainable homes level 3 and incorporate energy from low or zero carbon sources.

11.0 Section 106 planning obligation matters.

11.1 The Council has outlined to the applicant what it expects in terms of current policy namely 30% social rent homes, financial contributions to off site recreation, education and transport. The financial contribution for education is significantly higher than the others. The

Council's valuer has studied the applicants submitted viability study and negotiations continue regarding the scale of any financial gap between development value and costs. The significance of the existing permission for an office and the value attached to it is one of the items to be negotiated. The Section 106 contributions could be reduced to close any financial gap found.

- 11.2 In accordance with both Government policy and Council's policy Section 106 costs can be reduced if there is a good reason to do so and if the Council wishes to see the development take place. If a reduction is justified there are two options firstly reduce each of the 3 financial contributions or reduce just the major education contribution. Reducing the social rent housing is not recommended as that is a key benefit of the proposal. An update on progress will be given on the Committee meeting amendment sheet.
- 11.3 The Section 106 also needs to cover off site drainage on land to the south which is within South Bucks.

PART C: RECOMMENDATION

12.0 Recommendation

- 12.1 Delegate a decision to the Head of Planning Policy and Projects
- for the signing of a satisfactory Section 106 Agreement.
 - to agree the outstanding matters referred to in the report.
 - to amend or add to the draft conditions regarding the outstanding matters.
 - to agree any minor amendments to the planning application, draft conditions and Section 106 planning obligation matters.
- 12.2 Having considered the relevant policies and comments from consultees and those notified the development is considered to be acceptable subject to conditions and the completion of a legal agreement.

PART D: LIST OF CONDITIONS.

Condition(s) / Reason(s) * delete

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. xxx, Dated xxx, Recd On dd/mm/yyyy
- (b) Drawing No. xxx, Dated xxx, Recd On dd/mm/yyyy
- (c) Drawing No. xxx, Dated xxx, Recd On dd/mm/yyyy
- (d) Drawing No. xxx, Dated xxx, Recd On dd/mm/yyyy

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. Details of all external materials and samples of bricks and tiles 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 details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all times in 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.

5. The development shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination for highways and parking courts) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004.

6. No development shall commence until details of surface water drainage (including attenuation) for the development has been submitted to and agreed in writing by the Local Planning Authority. The drainage shall be implemented in accordance with the approved details before any dwelling is occupied.

REASON To prevent the risk of flooding in accordance with the Core Strategy 2006 - 2016.

7. Development shall not commence until a phased risk assessment has been carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665 and details of content below. The assessment for each phase shall have been submitted to and have been approved in writing by the local planning authority before development commences. (It is suspected that this site and/or nearby land and water may be contaminated as a result of former industrial use(s) or otherwise)

Phase 1 shall incorporate a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model. If potential contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type nature and extent of contamination present, the risks to receptors and to inform the remediation strategy proposals. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3 shall be undertaken.

Phase 3 requires that a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use be submitted and approved in writing by the LPA. The remediation shall be carried out in accordance with the approved scheme and the applicant shall provide written verification to that effect.

No dwelling shall be occupied until (i) any approved remedial works identified in phase 3 have been carried out and (ii) a full validation report has been submitted to and been approved by the local planning authority. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

If any fill/soil needs to be imported it is to be analysed against a standard suite of contaminants and supported by a full history, i.e. location of origin, details of whether the soil had been blended and the blend components, and reason for removal from origin. The analysis is to include, as a minimum, the ICRCL suite of heavy metals and organic contaminants, hydrocarbons, and leachability testing. This information is to be submitted and approved in writing by the local planning authority prior to any such material being received on-site.

Reason- To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use.

8. No development shall take place within the site, including any works of to remove the sub base of the parking area 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.

9. No development shall commence until details of noise insulation and ventilation for plots 27 to 42 inclusive hereby granted permission have been submitted to and been approved by the Council and these approved details shall be implemented on site prior to first occupation of dwellings on the identified plots. Notwithstanding the submitted noise survey and assessment the noise attenuation details shall include rear garden fencing that is designed to reduce the spread of road traffic noise beyond the site boundary.

REASON To protect the future occupiers from road traffic noise in the interests of residential amenity and in accordance with the Core Strategy 2006-2016 Development Plan.

10. 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 details shall include the reformed pond, informal play space and paving.

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.

11. No construction work above the damp course level shall take place until a long term management scheme for highways, surface water drainage infrastructure, communal lighting, communal landscaping has been submitted to and been approved in writing by the local planning authority. The scheme shall include details of service strips adjacent or in highways, who will be responsible for management and how it is to be funded.

REASON In the interest of visual amenity and sustainable development re drainage and crime prevention.

12. No dwelling shall be occupied until vehicular and pedestrian access to the site from the public highway has been completed in accordance with South Bucks District Council planning permission reference 12/00119/FUL or any approved variation of it.

REASON: In the interest of road safety and the free flow of traffic.

13. Prior to first occupation of any dwelling the internal access roads, footpaths, vehicular parking and turning provision and cycle storage shall be provided in accordance with the approved plans.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network and to encourage non-car modes of travel in accordance with policies of the Core Strategy.

14. The garage(s) hereby permitted shall only be used to accommodate cars which are used ancillary to the enjoyment of the dwelling-house on the site and shall not be used for any trade or business purposes; nor adapted as habitable room(s) without the prior permission in writing from the Local Planning Authority.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities and visual amenities of the area in accordance with policies in the Adopted Local Plan for Slough 2004 and the Core Strategy 2006-2026.

15. Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class E no buildings greater than 25 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size property and location of the development.

16. Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class A no building shall be enlarged more than 5 cubic metres without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular the protection of garden space.

17. No dwelling shall be occupied until a scheme for installing 54 bird and bat boxes within the development has been submitted to and been approved by the Local Planning Authority. The scheme shall identify which properties or trees are affected, the type of box and type of bird/bat to be attracted and include some boxes integrated within the buildings for Swifts and Housemartins.

REASON In the interest of biodiversity and in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

18. Prior to the occupation of each house that has a down pipe on its rear or side elevation a rain water storage container shall be installed in accordance with the following : The butt or tank capacity shall be at least 150 litres for two bedroom houses and be at least 200 litres for houses with three or more bedrooms.

REASON In the interest of sustainable development in particular reduction of fresh water consumption.

19. Development shall not commence until a construction management scheme has been submitted to and been approved in writing by the local planning authority. The scheme shall include details of parking for site workers, delivery access and turning space, house of operation, wheel cleaning facilities. The scheme as approved shall be implemented for the duration of the construction period.

REASON In the interest of road safety, free flow of traffic on the public highway and residential amenity.

Informatives

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. Refuse bins (wheelie bins) for each home must be provided in accordance with the Councils normal standards and the bins must be obtained from the Council at the developers cost. Contact XX. Highway Matters
3. It is intended to declare the access road as a 'Prospectively Maintainable Highway' under Section 87 of the New Roads and Street Works Act 1991.
4. The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a Section 38 Agreement of the said Act for its ultimate adoption.
5. No water metres will be permitted within the public footway.
6. The applicant will need to apply to [TO BE COMPLETED] for street naming and/or numbering of the unit/s.
7. 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.
8. 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.
9. The service margins must be provided in particular a minimum of 0.5 metres must be provided along the south side of the road way within the site.
10. 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, and to all relevant material considerations.
11. Policies:- H10, EN1 EN3 OSC15 T2 of The Adopted Local Plan for Slough 2004 and Core Policy 1, 2, 3, 4, 7, 8, 9, 10, 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

12. 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.