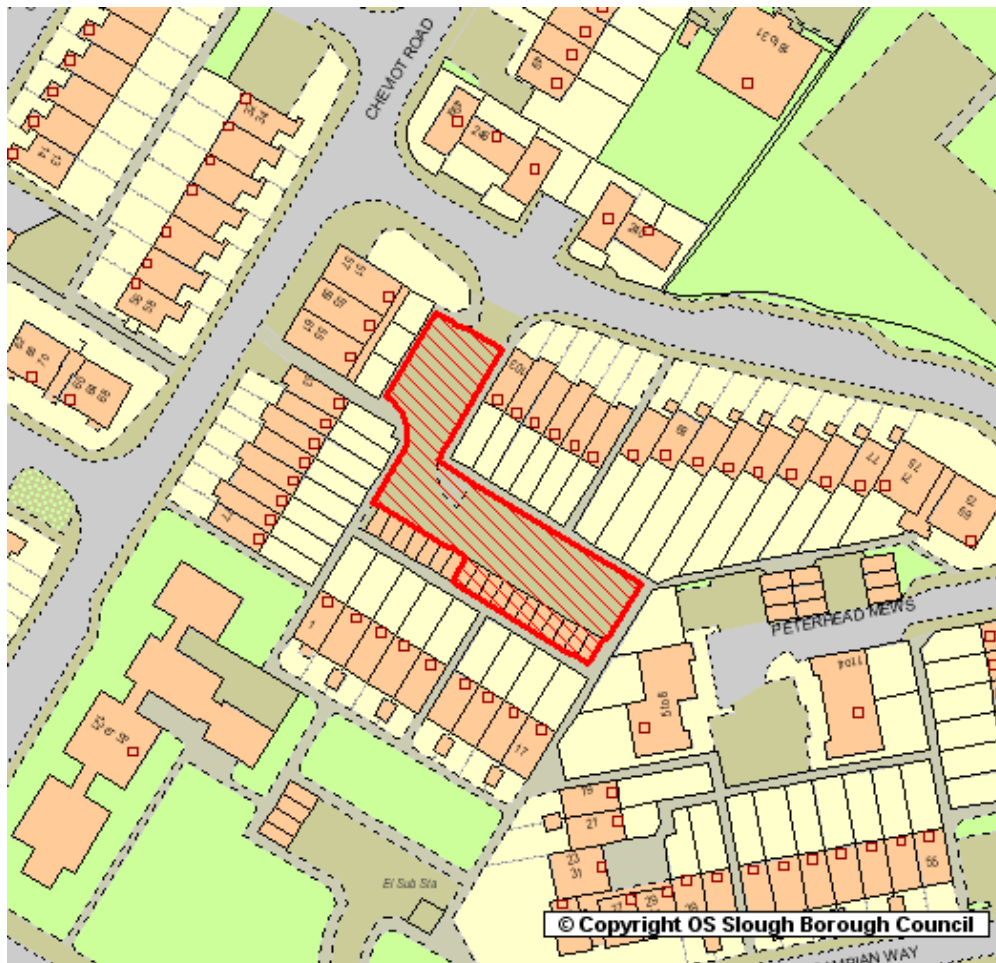


Registration Date:	25-Jun-2012	Applic. No:	P/15326/000
Officer:	Mr Smyth	Ward:	Foxborough
		Applic type:	13 week date:
Applicant:	The Buckinghamshire Housing Association		
Agent:	Mr. John Waters, J W Building Design Consultants 20, Bateman Drive, Aylesbury, Bucks, HP21 8AF		
Location:	Garage compound r/o 5-17, 85-101, Grampian Way & 51-67, Cheviot Road, Slough, Berks		
Proposal:	DEMOLITION OF 12 NO. EXISTING GARAGES AND ERECTION OF ONE PAIR OF SEMI DETACHED BUNGALOWS WITH HIPPED AND PITCHED ROOFS AND PROVISION OF 4 NO. CAR PARKING SPACES WITH ACCESS FROM GRAMPIAN WAY.		

**Recommendation: Approve with conditions**



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application is of a type which is normally determined under Officer powers of delegation, however, the application has been called in by Ward Councillor Plimmer for determination by Planning Committee, on the following grounds:

- Loss of parking spaces at the rear of neighbouring properties
- Height of side wall is too close to the back wall of existing residents properties
- Loss of access to bin areas of neighbouring homes from rear gardens where refuse & recycling bin are kept
- Impact of loss of garage units will result in increased street parking in Grampian Way which is already congested with street parking
- Lack of parking & turn around area for delivery vehicles including clinical waste disposal at the rear of the Cheviot Road shopping parade due to decrease in size of rear parking area.

A request for call – in by Ward Councillor Shah, albeit that it was outside of the period allowed for such call –ins to be made

1.2 Having considered the relevant Policies below, the development is considered to not have an adverse affect on the sustainability and the environment for the reasons set out.

1.3 Approve with conditions

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 The proposal is for *Demolition of 12 no. existing garages and erection of one pair of semi detached bungalows with hipped and pitched roofs and provision of 4 no. car parking spaces with access from Grampian Way.*

2.2 Each bungalow will dimension 6.24m wide X 12m deep X 2.1m to eaves (4.5m to ridge height). Each bungalow contains 2 no. bedrooms, lounge, kitchen – diner and bathroom. There is no accommodation within the roofspace. The entrance door is contained within the side elevation.

2.3 To the north the proposed dwelling is set off from the boundary of the site by approximately 2m and to the south by 2.5m. In addition there is a 1.5m wide footway around the site, separating the site from the boundaries to surrounding residential properties. Each property retains a rear garden to a depth of 14 metres. 4no. car parking spaces are provided to the front of the properties and 6 no. of the existing garages are being retained for continued use on site.

2.4 Separation distances of 15 metres between the flank wall of the proposed bungalows and the rear wall of existing houses are retained to both the north and south of the dwellings. To the rear a separation distance of just over 19 metres is retained between the rear elevation of the bungalows

and the adjacent flats in Peterhead Mews.

- 2.5 The application is submitted by Buckinghamshire Housing Association, as part of a partnership with the Borough Council to provide affordable housing. The Council will benefit from full nomination rights.

### 3.0 **Application Site**

- 3.1 The site comprises a garage court, which contains a total of 18 no. garages. To the north of the garage site are three storey houses in Grampian Way. To the south of the site are two storey houses accessed from Grampian Way. To the east are three storey flats in Peterhead Mews. To the west is a block of three storey town houses and a small retail block with residential over.
- 3.2 There is an existing footpath around the site to the north, east and south linking in with a wider footpath network serving the local area. The footpaths to the north and east of the site are adopted highway, the footpath to the south is private. At the entrance to the site there is an area behind the shops which is used for parking/servicing in connection with the shops.
- 3.3 Information provided from the Housing Department has established that: 8 no. of the garages are rented from the Council, of which 6 no. are being retained on the site. The displaced tenants have been offered alternative garaging either in the neighbouring Peterhead Mews or within the garage compound in front of 1 – 17 Grampian Way.

The remaining 10 no. garages are all empty.

### 4.0 **Site History**

- 4.1 Pre application discussions were held with the applicant on the basis of a then proposal for a terrace of three houses. Concerns were raised at that time regarding the scale of development, inadequate separation distances and issues of designing out crime and refuse collection.
- 4.2 The applicant sought to address these issues at the application stage, by initially submitting a scheme for a pair of gable end semi detached houses, increasing the separation distances and re-siting the bin storage. However, following an officer site visit, it was concluded that the impact of the proposed development would appear overly dominant and overbearing for the occupiers of neighbouring houses. Following further negotiations the applicant has revised the proposals to be a pair of semi detached bungalows. Local residents were re-consulted on the amended plans.

### 5.0 **Neighbour Notification**

- 5.1 The Occupier, 1 – 21 (odd nos ) Grampian Way, Slough, SL3 8UF  
The Occupier 51 – 77 (odd nos) Cheviot Road, Slough, SL3 8UE  
The Occupier 85 – 103 (odd nos) Grampian Way Slough SL3 8UF  
The Occupier 1 – 8 Peterhead Mews, Grampian Way, Slough SL3 8UH  
The Occupier 240 – 246 (even nos) Grampian Way Slough SL3 8UJ  
The Occupier, 49a Cheviot Road, Slough, SL3 8LA

The Occupier 69 – 83 (odd nos) Grampian Way Slough SL3 8UF

Objection letters have been received from the following addresses:  
13, 85, 91, 93, 95, 97, 99, 101, 103 Grampian Way  
67, 69, 75, 77 Cheviot Road

In addition a petition has been received contained 59 signatures.  
The objections raised are summarised below:

- The proposals will lead to overlooking, overshadowing and loss of privacy. The ground floor of the properties directly north-east of the site are already dark

Response: The original plans as submitted showed a pair of gable end houses and there was concern at the time that this would have resulted in some shading of the gardens belonging to those properties north east of the site which would closely adjoin the properties. To mitigate against this, the applicant changed the design of the dwellings from gable end to hipped and pitched. As further mitigation the applicant has subsequently changed the design of the dwellings to bungalows. As such there would no longer be issues of overshadowing. Further as the dwellings would be single storey and with a 1.8 m high boundary fence to be provided there would be no issues of overlooking or loss of privacy.

- Increased noise and disturbance

Response: The proposed bungalows are two bedroom dwellings which would be suitable for small families. Any increase in noise would no be so significant as to warrant a refusal of planning permission being granted

- Loss of view and a greater degree of enclosure.

Response: The view will be different for those properties directly affected by the development. However, given that the height of the proposed bungalows to eaves level is only 2.1 metres and given that the roof is pitching away from the boundaries, it is not considered that the proposed dwellings will result in an unacceptable degree of enclosure for the residents so affected.

- The proposals will create a cul de sac.

Response: There is no change to the existing arrangements in that the garage court is already effectively formed at the end of a cul de sac. In fact the cul de sac would be shorter in length.

- Loss of parking, additional congestion and local residents would benefit from having a car park to the rear of their properties.

Response: The rationalisation of existing garage courts across Slough is part of an on going strategy and the application site forms one of the last tranche of such sites being bought forward. Information provided by the Housing Section indicates that 8 no. garages are currently rented from the Council and the displaced tenants are being offered alternative

garaging either on site or nearby. The remaining 10 no. garages are all empty. The levels of traffic likely to be generated by the two proposed bungalows would be less than that which would be generated by the 12 no. garages which are proposed to be demolished and as the trip generation is likely to be relatively low is unlikely to result in increased congestion around the site. Whilst a single resident has suggested that the site could be used as a car park to serve existing residents, this does not form the basis of the application which is before Members for determination. It is a matter which should be separately discussed with the Council as land owner.

- All garages are in use.

Response: Information provided by the Housing Section indicates that 8 no. garages are currently rented from the Council and the displaced tenants are being offered alternative garaging either on site or nearby. The remaining 10 no. garages are all empty

- Impact on daylight and sunlight

Response: Given the changes to the scheme, that is that the proposal now comprises a pair of semi detached, there would be no significant loss of daylight or sunlight to neighbouring properties.

- Concerns about child safety and children playing

Response: The relevance of this objection is questioned insofar as the garage court is not a formalised play area. In terms of pedestrian routes to the rear of existing houses these will remain unchanged. In terms of traffic, the total trips generated by the proposed houses and retained garages would be less than if the garage court was being used to full capacity.

- There is no justification for the proposal given that there are more suitable sites elsewhere in Slough.

Response: The garage courts strategy has been on going for a number of years. It has been successful in removing a number of eyesores and misused sites and has cut the number of voids. It is also a valuable asset for the provision of affordable housing, given the increasing length of the Council's Housing waiting list.

A single resident has quoted various sections from the National Planning Policy Framework as set out below:

- *Planning should be genuinely plan led empowering local people to shape their surroundings.*

Response: This application is assessed against the Development Plan which is in force for the area. That plan has been through the necessary public consultation before its formal adoption as policy of the Council. There is a 12 month grace period whereby the Core Policies contained in the Slough Local Development Framework Core Strategy can be afforded full weight. With respect to the policies contained in the adopted Local

Plan these are afforded reasonable weight. To this extent it is considered that the application is being determined having regard to the advice given in the NPPF.

It should also be noted that neighbour consultation has been undertaken with respect to the application and changes sought having regard to objections received. As the application is for determination by Committee objectors have the right to address the Committee and the elected members will make the final decision, having regard to local feeling.

- *In setting local car parking standards local planning authorities should take into account local car ownership levels.*

Response: This is only one of several criteria listed in respect of this requirement. The other criteria includes: *the accessibility of the development; the type and mix of development; the availability of and opportunities for public transport and a need to reduce the use of high-emission vehicles.*

The Council's approved car parking standards were approved in 1998 and have not as yet been reviewed. As such they remain the benchmark against which to assess development proposals.

- *The government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from planning and should contribute positively to making places better for people.*

Response: An objective response to this objection is difficult given that there are opposing views. Officers would consider that the construction of two bungalows on the site and making efficient use of brownfield land, to be beneficial to the area, given that the site comprises an underused garage court which is likely to deteriorate over time. Experience has shown that rear garage courts can become targets for misuse vandalism and fly tipping.

- *Create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion.*

Response: The proposals make no changes to the existing footpath arrangement around the site, although it is accepted that there would be greater enclosure along part of the northern footpath which would be enclosed on two sides by close boarded fences. On the southern side the footpath is already enclosed by the presence of the existing garages. There is an argument to say that by placing residential accommodation within the site, would create a better presence and better natural surveillance. The Thames Valley Police Crime prevention Design Adviser has indicated his general support for the scheme.

- *Design Policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall size, scale, density, massing, height, landscape, layout, materials, access of new development in relation to neighbouring buildings and the local*

*area more generally.*

Response: The local planning authority has adopted such an approach and has negotiated a substantially reduced development in terms of its height scale bulk and massing.

- *Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.*

Response: Whilst encouraged, it is not mandatory for applicants to work with local residents. Nonetheless, residents views are considered when planning applications are being determined as is the case here.

A 14 day re-consultation undertaken on amended plans.

In response to the re- notification a further two letters of objection have been received. Both letters cite the following objections:

- Lack of parking
- Children' s safety
- Overcrowding
- Lack of consultation prior to the submission of a planning application
- Increase in noise

These issues have already been addressed.

## 6.0 **Consultation**

### 6.1 Transport

This application will increase the average number of daily vehicular trips to the area by approximately 14 based on the construction of 2 new 3 bed houses. The application states that 2 assigned parking spaces will be provided per dwelling. This is in line with Council standards.

The application states the provision of a secure cycle store for each dwelling. Before approving the application I would like to view and agree details of the cycle store to ensure it is in line with the Council's standards and fit for purpose. Please request these additional details from the applicant. Please refer the applicant to page 25 of the Transport and Highway Guidance Developer's Guide Part 3, November 2008. I would recommend that a store should be constructed 2m by 2m in dimension and have two racks to accommodate a maximum of 4 cycles. As these houses have 3 bedrooms it is assumed that families will live in them, this level of cycle store provision is in line with this.

I would question the suitability of the location of the refuse collection area. I doubt, with the space available that a refuse vehicle would be able to undertake a turning movement at the location of the area designated for

refuse collection. Please ask the applicant to provide a refuse vehicle swept path based on a 12m vehicle to ensure refuse collection is not a problem in the future when the dwellings are constructed.

### **Recommendation**

Therefore, subject to agreeing the refuse location and cycle store details; I have no objection to the application in terms of transport.

### **Conditions**

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 Integrated Transport Strategy

### **Informatives**

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

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to [0350SN&N@slough.gov.uk](mailto:0350SN&N@slough.gov.uk) for street naming and/or numbering of the unit/s.

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.

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.

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.

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.

### **Highways**

A verbal discussion has taken place with the Highway engineers. There are no issues regarding parking. With respect to servicing of the site, the engineers are happy to accept the refuse vehicle reversing into the site with a suitably positioned refuse collection point. With respect to other larger delivery vehicles accessing the site, such trips would be infrequent



and therefore no objection is being raised. With respect to the servicing of the existing shops in Cheviot Road, there would be no change to the current situation.

## 6.2 Neighbourhood Protection

No comments received to date. Any comments received, including comments relating to land contamination, will be reported on the Amendment Sheet.

## 6.3 Thames Valley Police Crime Prevention Design Adviser

There are no police objections to this proposal and the addition of activity and control by the new residents into this garage block is to be welcomed. Normally entrance doors positioned to the side of dwellings are to be avoided but in this garage block location they provide extra activity and surveillance over existing footpaths etc.

I note that these dwellings are for the Buckinghamshire Housing Association and as such will be required to meet Part 2 (physical security) of Secured by Design. This is particularly important in this location and will greatly enhance their resistance to attack and will help to provide safe housing for the residents.

I hope the above comments are of use to you in your deliberations to determine the application and will help the development achieve the aims of the National Planning Policy Framework (NPPF) para 17 – re high quality design and para 58 – re function and designing against crime and fear of crime, Safer Places – The Planning System and Crime Prevention and the principles of Secured by Design.

## **PART B: PLANNING APPRAISAL**

### 7.0 Policy Background

#### 7.1 National Planning Policy Framework (NPPF)

Slough Local Development Framework Core Strategy 92006 – 2026)  
Development Plan Document December 2008

- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 ( Sustainability and the Environment)
- Core Policy 12 Community safety)

Adopted Local Plan for Slough 2004

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

#### 7.2 The proposal is assessed in the context of the following:

- The Principle of Development
- Design & Street scene Impact
- Impact on Neighbours

- Transport, Highways & Parking
- Designing Out Crime

## 8.0 **The Principle of Development**

8.1 In its overarching Core Principles the National Planning Policy Framework encourages the effective use of land by reusing land that has been previously development (brownfield land) provided that it is not of high environmental value. Local planning authorities should ensure deliverance of a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

8.2 Core Policy 4 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that within existing suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive suburban character and identity of the area.

8.3 No objections are raised the principle of development in relation to the Nation Planning Policy Framework nor Core Policy 4 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008

## 9.0 **Design and Street Scene Issues**

9.1 The Core Principles of the National Planning Policy Framework requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people.

9.2 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008, states that:

*All development will:*

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.*

*The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area.*

9.3 Policy H13 (Backland/infill Development) of the Adopted local plan states:

*Proposals for small scale infilling, including backland development, will not be permitted unless they comply with all of the following criteria:*

- a. the type, design, scale and density of the proposed new dwelling or dwellings are in keeping with the existing residential area;*

- b. *appropriate access, amenity space and landscaping are provided for the new dwellings;*
- c. *appropriate car parking provision is made in line with the aims of the integrated transport strategy;*
- d. *the scheme is designed so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas;*
- e. *the proposal is not located within a residential area of exceptional character; and*
- f. *the proposal optimises the potential for more comprehensive development of the area and will not result in the sterilisation of future residential land*

9.4 Policy EN1 (Standard of Design) states:

*Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:*

- a. *scale;*
- b. *height;*
- c. *massing/Bulk;*
- d. *layout;*
- e. *siting;*
- f. *building form and design;*
- g. *architectural style;*
- h. *materials;*
- i. *access points and servicing;*
- j. *visual impact;*
- k. *relationship to nearby properties;*
- l. *relationship to mature trees; and*
- m. *relationship to water courses.*

*These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.*

9.5 By its very nature the development is an infilling backland development and being single storey will not be visible within the street scene. The design is clean and simple with construction traditionally in brick with concrete tiles. A condition will be imposed requiring approval of external

materials. The existing garages at the western end of the site are being retained such that the view from the entrance to the site off Grampian Way will remain largely unaltered.

- 9.6 No objections are raised on grounds of design or street scene impact subject to an appropriate condition covering external materials in accordance with guidance in the NPPF, Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 nor Policy EN1 of the Adopted Local Plan for Slough 2004.

10.0 **Impact on Neighbours**

- 10.1 The overarching Core Principles of the NPPF state that: *Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.*

- 10.2 Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states that: *All development will respect its location and surroundings.*

- 10.3 Policy H13 of the Adopted local Plan for Slough states: *the scheme is designated so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas.* Policy EN1 states that : *Development proposals must be compatible with and/or improve their surroundings in terms of relationship to nearby properties.*

- 10.4 At the pre-application stage the proposals were for a terrace of three houses. Following concerns raised by officers the scheme as submitted at the application stage was for a pair of semi detached gable end houses. During negotiations the applicant changed the roof design from gable end to hipped and pitched. This reduced the impact for neighbouring residential occupiers and potential overshadowing of rear gardens for properties due north of the site. Following a site visit, officers considered that notwithstanding that minimum separation distances were being met that, two storey houses would appear overly dominant and overbearing for the occupiers of existing houses to the north and south of the site. Following further negotiations the scheme was amended to show a pair of bungalows with hipped and pitched roofs.

- 10.5 It is considered that the revised proposals have an acceptable relationship with neighbouring and surrounding residential properties and as such no objections are raised on grounds of adverse impact on neighbours in relation to the NPPF, LDF Core Strategy or Adopted local Plan.

11.0 **Transport, Highways & Parking**

- 11.1 **Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states that:**

*In the rest of the Borough, the level of parking within residential*

*development will be appropriate to both its location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents.*

11.2 Policy T2 of the Adopted local Plan for Slough 2004 states:

*Residential development will be required to provide a level of parking appropriate to its location and which will overcome road safety problems, protect the amenities of adjoining residents, and not result in an adverse visual impact upon the environment.*

11.3 No changes are proposed to the existing access from Grampian Way and the western end of the site remains largely unchanged, including servicing arrangements for the existing shops in Cheviot Road. There is insufficient space available on site to allow a refuse vehicle to turn and such the refuse vehicle will need to reverse into the site and a refuse collection point will need to be provided to the rear of 103 Grampian Way. Whilst there would be other infrequent deliveries by lorries or large vans, the highway engineers have raised no objections on grounds of highway safety.

11.4 Given the proposed reduction in the number of garages on site from 18 no. down to 6 no. the potential trip generation from the site will significantly reduce. On this basis no objections are raised on grounds of general highway safety.

11.5 4 no. car parking spaces are provided on site to serve the two bungalows. Information provided from the Housing Department has established that: 8 no. of the garages are rented from the Council, of which 6 no. are being retained on the site. The remaining 10 no. garages are all empty. The displaced tenants have been offered alternative garaging either in the neighbouring Peterhead mews or within the garage compound in front of 1 – 17 Grampian Way. On the basis of the above the proposals should not add to existing on street parking pressures.

11.6 No objections are raised on grounds of access, trip generation servicing or parking in relation to Core Policy 7 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 nor Policy T2 of the Adopted local Plan for Slough 2004.

## 12.0 **Designing Out Crime**

12.1 The NPPF states that “*decisions should aim to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion*”.

12.2 Core Policy 12 (Community Safety) of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 states: *All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.*

12.3 Policy EN5 ( Design and Crime Prevention) of the Adopted local Plan  
*All development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Planning permission will not be granted unless all the following criteria have been adequately considered in drawing up a scheme:*

- a. limited number of access points;*
- b. provision of secure boundaries such as fences, walls or landscaping around private and public spaces;*
- c. well lit external areas subject to maximum natural surveillance without any potential hiding areas;*
- d. use of suitably robust materials; and*
- e. use of defensive landscaping to deter intruders.*

12.4 The proposals make no changes to the existing footpath arrangement around the site and therefore the proposals would not deter pedestrian permeability through the site, although it is accepted that there would greater enclosure along part of the northern footpath which be enclosed on two sides by close boarded fences. On the southern side the footpath is already enclosed by the presence of the existing garages. There is an argument to say that by placing residential accommodation within the site, would create a better presence and better natural surveillance. The Thames Valley Police Crime prevention Design Adviser has indicated his general support for the scheme and have stated:

*There are no police objections to this proposal and the addition of activity and control by the new residents into this garage block is to be welcomed. Normally entrance doors positioned to the side of dwellings are to be avoided but in this garage block location they provide extra activity and surveillance over existing footpaths etc.*

*I note that these dwellings are for the Buckinghamshire Housing Association and as such will be required to meet Part 2 (physical security) of Secured by Design. This is particularly important in this location and will greatly enhance their resistance to attack and will help to provide safe housing for the residents.*

*I hope the above comments are of use to you in your deliberations to determine the application and will help the development achieve the aims of the National Planning Policy Framework (NPPF) para 17 – re high quality design and para 58 – re function and designing against crime and fear of crime, Safer Places – The Planning System and Crime Prevention and the principles of Secured by Design.*

12.5 No objections are raised on grounds of crime or fear of crime in relation to the NPPF, LDF Core Strategy or Local Plan.

### **PART C: RECOMMENDATION**

13.0 **Recommendation**

**Approve with conditions**

19.0 **PART D: LIST OF CONDITIONS OR REFUSAL REASONS**

1. TL04, Time 3 Years
2. NAP01, Approved Plans:
3. Drawing No. 2109/02, Revision A, Dated April 2012, Received 24th Aug 2012,  
Drawing No. 2109, Dated August 2012, Received 24th Aug 2012  
Drawing No. B0612 – B , dated 02/02/2012, Received 07/07/2012
- 3 NEX02, samples of materials
- 4 NEX03, surface materials
- 5 NPD03, Removal of PD rights  
Non Standard 1 (Land Contamination)
- 6 Prior to the commencement of the development, an investigation and phased risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The assessment should be undertaken by competent persons in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665. Each phase shall be submitted in writing and approved by the LPA.

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 extent, scale and nature of contamination present; an assessment of the potential risks to receptors identified in Phase 1. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3 shall be undertaken.

Phase 3 requires that a detailed scheme of remediation and/or monitoring to ensure the site is brought to a condition suitable for its intended use by removing unacceptable risks identified in Phase 2, be submitted and approved in writing by the LPA.

Any approved remediation scheme must be carried out in accordance with the agreed terms prior to the commencement of

the development, other than those works required to carry out the remediation, unless otherwise agreed in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of that remediation scheme must be produced and submitted in writing and is subject to the approval of the LPA. 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.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the LPA. Where further investigation and/or remediation is necessary a scheme must be prepared in accordance with the above requirements and which is subject to the approval in writing of the LPA.

Reason- To ensure that risks from land contamination to the future users and occupants of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 7 NEX05, Lighting Scheme
- 8 NST01, Bin Store
- 9 NLA01, Landscaping
- 10 NLA06, Boundary Treatment

#### Non Standard 2 (Construction Management Plan)

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

#### Non Standard 3 (Vehicle Access Gates)

- 12 No vehicle access gates or other vehicle entry barriers or control systems shall be installed without first obtaining permission in



writing from the Local Planning Authority.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

13 EN07, Construction traffic

14 EN05, Working Hours

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

#### Non Standard 4 (Parking)

15 The scheme for parking and manoeuvring indicated on the submitted plans which shall include the retention of 6 no. garages, shall be laid out prior to the initial occupation of the development hereby permitted.

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.

#### Non Standard (Cycle Parking)

16 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 Integrated Transport Strategy.

#### 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](mailto: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. National Planning policy Framework, Core Policies 4, 7, 8 & 12 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policies, H13, EN1, EN5 and T2 of the Adopted local Plan for Slough 2004.
6. The applicant is advised that rights of vehicular access across the site may be required through the land transfer agreement.
7. 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.