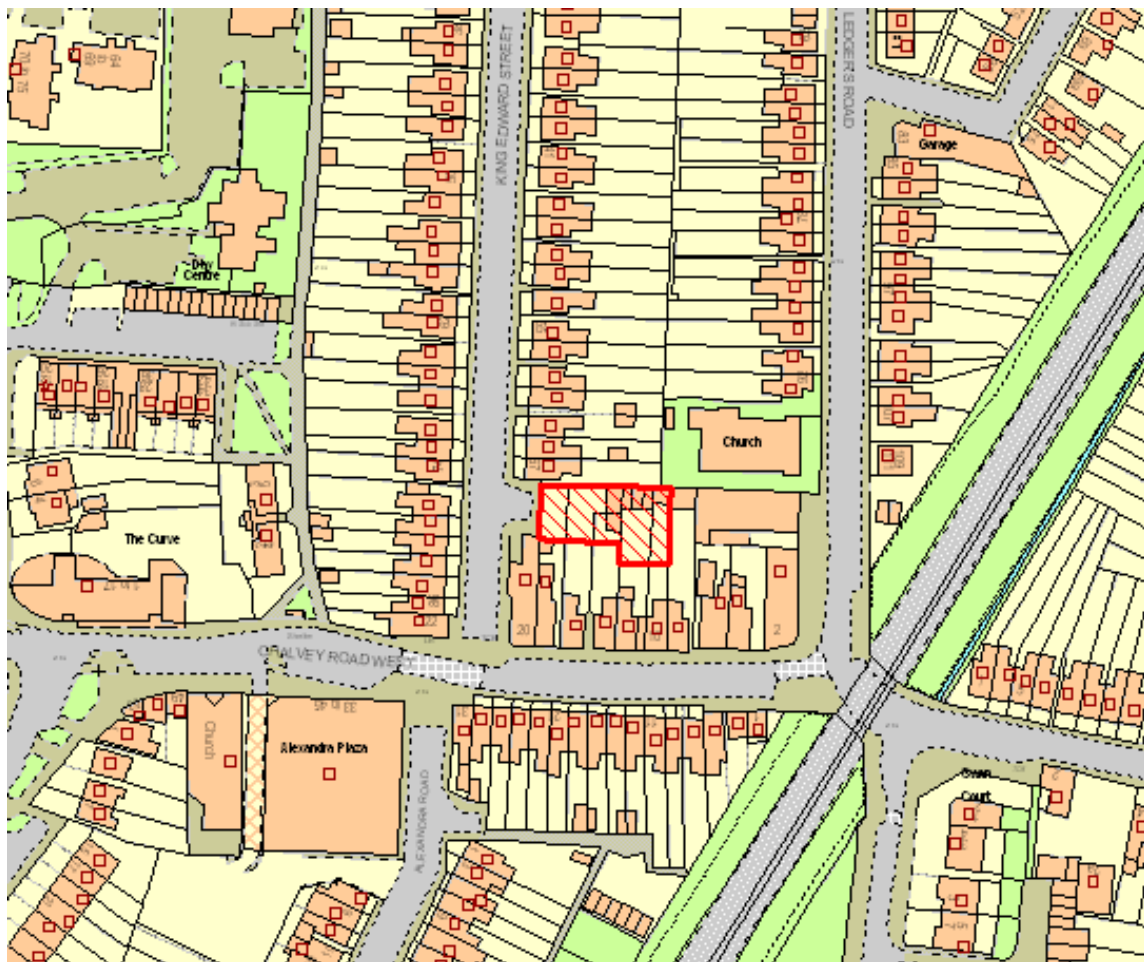


Registration Date:	12-Apr-2013	Applic. No:	P/02702/014
Officer:	Francis Saayeng	Ward:	Chalvey
		Applic type:	Minor
Applicant:	Mirenpass Ltd		
Agent:	Colette Crean, Danks Badnell LLP 3-4, OSBORNE MEWS, WINDSOR, BERKS, SL4 3DE		
Location:	Land rear of, 10-18, Chalvey Road West, Slough, Berkshire, SL1 2PN		
Proposal:	DEMOLITION OF EXISTING SINGLE STOREY UNIT AND ERECTION OF 2 x SEMI - DETACHED DWELLINGS.		

Recommendation: Approve, subject to conditions.



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the comments from consultees, policy background and planning history it is considered that the proposed amended scheme for 2 semi – detached dwelling house is acceptable and as such it is recommended to approve, subject to conditions.
- 1.2 This application is called in to the 25th July 2013 Planning Committee by Councillor Mohammed Sharif for the following reasons: parking and congestion, in King Edward Street, poor environment of site, bank land development and would set a precedent.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Planning permission is sought for the demolition of an existing storage unit and erection of 2 x three bedroom semi – detached houses incorporating 2 off street parking for each dwelling.

3.0 **Application Site**

- 3.1 The application site consists of land to the rear of 10-18 Chalvey Road West and adjacent to residential property 67 King Edward Street. The properties which form 10-18 Chalvey Road East are predominantly retail at ground floor with residential or storage accommodation above. King Edward Street is predominantly made up of Victorian terraces and semi-detached properties.

4.0 **Relevant Site History**

- 4.1 The application site has a long planning history. From 1989 – 1996 various permissions were granted for the redevelopment of the site for 2x flats.
- 4.2 In 1997 an application was made for the retention of a catering kitchen on the site. This was refused and a number of later applications were made relating to this unauthorised kitchen which were either refused/withdrawn or invalidated.
- 4.3 Of note is application Ref no.P/02702/010 in 2000 which proposed the demolition of the unauthorised commercial kitchen and the erection of 5x flats with associated parking. This application was refused but later allowed at appeal.

Previous application Ref no. P/02702/011 was approved with conditions on 26 /07/2001 for construction of 4 flats and associated parking tenants stores and associated works(Amended Plans 03/05/2001).

Another Previous application Ref no.P/02702/012 was refused on 11/03/2011 for 3 No. x 2 bedroom terrace d Houses for the following reasons:

- 4.4 More recently in January 2011 an application was made for the redevelopment of the site Ref (P/2702/013) to provide 1No x one bedroom and 2No. x three bedroom terrace houses. This application was refused on 25th October 2011 by Slough Borough Council Planning Committee for the following reasons:

1. *The proposal by reason of the contemporary style of terraces with narrow frontages would result in a cramped form of development which is out of character with the surrounding street scene and locality in general. As such the proposal is contrary to Policies H13 and EN1 of the adopted Local Plan for Slough 2004; Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 -2026,Development Plan Document December 2008; and PPS1 and PPS3.*

2. *The proposal does not provide adequate off – road parking provision and as such would result in overspill parking onto public highway , to the detriment of highway safety, and the amenity of neighbouring properties. As such the proposal is contrary to Policies T2 and H13 of the Adopted Local Plan for Slough 2004;Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026,Development Plan Document December 2008; and PPS1 and PPG13 .*

5.0 **Neighbour Notification**

- 5.1 Zion Methodist Church Ledgers Road Slough SL1 2QZ
65, 67, 74, 76, 78, King Edward Street Slough SL1 2QS
8, 8a, 10, 10a, 10b, Flat 12, 12, 14, 14a 16, 16a 18, 18a, 20, 20a
Chalvey Road West Slough SL1 2PN
Flat, 20, Chalvey Road West Slough SL1 2PN
Flat, 12, Chalvey Road West Slough SL1 2PN
- 5.2 A petition containing 62 signatures was received objecting on the grounds of: Loss of privacy/overlooking of gardens; shortage of parking; loss of natural light; crime; drop in value of property; on-street parking to the detriment of the safety of highway users, design will be different in the street
- 5.3 In addition seven letters of objection have been received objecting on grounds of: Loss of privacy (overlooking into gardens); overcrowding; loss of view; loss of natural light; shortage of parking; crime; on-street parking to the detriment of the safety of highway

users; drop in house prices; drop in business activity; impact on character of street scene; impact on sewage system; additional traffic and noise; increased vandalism, drug and prostitution; overbearing to neighbouring properties; height of properties proposed; public disorder over parking; noise disturbance from construction affecting the working environment of a pharmacy; currently lorry movements to the site are minimal; a car free development is fanciful; and parking problems associated with Houses of Multiple Occupation and inhabited sheds in gardens.

In addition seven letters of objection have been received objecting on grounds of:

Loss of privacy (overlooking into gardens); overcrowding; loss of view; loss of natural light; shortage of parking; crime; on-street parking to the detriment of the safety of highway users; drop in house prices; drop in business activity; impact on character of street scene; impact on sewage system; additional traffic and noise; increased vandalism, drug and prostitution; overbearing to neighbouring properties; height of properties proposed; public disorder over parking; noise disturbance from construction affecting the working environment of a pharmacy; currently lorry movements to the site are minimal; a car free development is fanciful; and parking problems associated with Houses of Multiple Occupation and inhabited sheds in gardens.

6.0 **Consultation**

6.1 Crime Prevention Design Advisor: No objection

Thames Water:
No objection

6.2 Highways and Traffic: No objection subject to conditions in light of appeal Decision where no objection was raised to parking provision

Reason:

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

Informatives

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.

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 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.

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works

6.3 Thames Water:
No objection

Neighbourhood Enforcement Team:

Concerned that the southern building seems to seal off access to rear of 10 – 18 Chalvey Road. This may cause future problems regarding access for clearances etc. Two properties may lead to noise nuisance problems

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The proposal is considered in conjunction with saved policies: EN1 (Standard of Design), EN5 (Design and Crime Prevention), H13 (Backland/Infill Development), H14 (Amenity Space), and T2 (Parking Restraint) of the Adopted Local Plan for Slough (2004); Core Policies 1 (Spatial Strategy), 4 (Type of Housing), 7 (Transport) and 8 (Sustainability and the Environment) of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (December 2008); Residential Extensions Guidelines, Supplementary Planning Document, December 2008; and Planning Policy Statement 1 - Sustainable Development, Planning Policy Statement 3 - Housing, and Planning Policy Framework (NPPF)2012 - Transport and Planning.

8.0 **Principle of Development**

8.1 High density housing in the form of 5x one bedroom flats was allowed at appeal under permission P/02702/010 in July 2001. However, since this appeal decision the Core Strategy has been adopted (December 2008) and now forms a material planning consideration High density housing in the form of 5x one bedroom flats was allowed at appeal under permission P/02702/010 in July 2001. However, since this appeal decision the Core Strategy has been adopted (December 2008) and now forms a material planning consideration.

- 8.2 Due to there being a shortage of family housing in Slough, Core Policy 4 of the Core Strategy specifies that outside of Slough town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area. This policy includes development within higher density mixed use areas such as District or Neighbourhood centres. The application site is located in a Neighbourhood Centre.
- 8.3 As a result flatted development would no longer be acceptable in principle in this location.
- 8.4 Family housing is defined in the Core Strategy as:
“A fully self contained dwelling (with a minimum floor area of 76m²) that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses, but not flats or maisonettes.”
- 8.5 The two proposed semi – detached dwellings meet the minimum requirements of family housing as per Core Policy 4. The scheme has been amended from the previous application reducing the number of dwellings on the site to take in to consideration of the impact on neighbouring amenity. As such the provision of two family houses is considered to be sufficient for the proposal to be acceptable in principle.
- 9.0 **Impact on Character**
- 9.1 In line with National Planning Policy Framework (NPPF) 2012, good design is fundamental. Good design is based on responding to existing character, appearance and other attributes of an area. At a more detailed level, it also includes design, massing and bulk, external materials, colours and landscaping, inclusive design, the orientation of the proposed buildings and their relationship to public spaces to provide adequate surveillance to help make a safe, secure environment.
- 9.2 **Layout**
- This application has been designed as a linear form of development which matches the existing linear development in King Edward Street. As such the proposal has an active frontage which addresses King Edward Street. This revised layout overcomes design concerns raised in application P/02702/012 and P/02702/013 due to the side elevation, facing towards the properties on Chelvey Road West, would be uncharacteristically deep and with low pitched roof that would not be in keeping with other properties in the area. The Planning Inspector stated that this element of the design would fail to respect the existing characteristics of the built form within this street. The Inspector preferred the initial design drawings that included a contemporary design to the front elevation of the

dwellings and not the under- croft parking which resulted with the open frontage dominating the appearance of these properties. The amended scheme have addressed all the Inspector's comments on the quality of the development and have now submitted a contemporary design which have been accepted nearby and would add to the variety, quality of visual interest in the local environment as expressed in the last appeal's Inspector's report.

9.3 **Access**

The main access to the site is achieved from King Edward Street. In addition there is pedestrian access from the rear of the proposed properties onto Chalvey Road West via an alleyway. In the interest of the principles of Secured by Design it would be preferable to have a gate at this access to allow only residents to pass. This can be secured via condition (Condition 13 refers).

9.4 **Bulk, Scale, Massing and Design:**

The eaves height of the proposed dwellings are in line with the eaves height of property No. 67 King Edward Street, and the proposed ridge height of the proposed dwellings are lower than the ridge line height with adjacent property 67 King Edward Street, and the wider street scene; The proposed semi- detached houses have matching eaves and ridge heights with the surrounding existing properties. The proposed houses have matching eaves height but a slightly lower ridge line. The properties themselves are 6.5m wide across the frontage which is only 1.5m wider than the 5.0m width of the adjacent property 67 King Edward Street. However the proposed new dwellings do not seek to imitate the Victorian style of King Edward Street. Detailing such as the width of windows follows that of windows in adjacent properties but overall the proposed dwellings have a more contemporary design. As such the proposed development clearly separates itself from the surrounding development as a new addition, whilst responding to the last Inspector's comments recommending for architectural interest and high level of design quality to be in keeping with surrounding historic context.

9.5 **Density:**

The proposed density of development is in line with the density of development in the immediate surrounding area.

9.6 **Amenity Space:**

Assessment of the appropriate level of amenity space requires consideration of the type and size of dwelling, and type of household likely to occupy the dwelling (Policy H14 of The Local Plan for Slough refers). As the proposal is predominantly for family sized

accommodation the provision of suitable amenity space is essential.

- 9.7 The Residential Extensions Supplementary Planning Document (SPD) recommends a rear garden area consisting of a minimum depth of 9m or 50m² for a three bedroom dwelling. The proposal allows for garden space in excess of these guidelines.
- 9.8 The revised layout and resulting amenity space overcomes concerns raised under previous applications P/02702/012 and P/02702/013 where a sub-standard level of amenity space was proposed for family sized dwellings.

9.9 **Landscaping:**

There is limited scope for landscaping to the front of the proposed dwellings given their siting in the street. Given the urban character of the immediate surrounding area the proposal is not considered to have a detrimental impact on character by reason of lack of landscaping.

- 9.10 The proposal is therefore considered to comply with planning policies: H13, H14 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and National Planning Policy Framework (NPPF) 2012.

10.0 **Impact on Neighbouring Amenity.**

- 10.1 Proposed House 1 will adjoin the boundary with 67 King Edward Street. The Amended design with the set in of the two storey, height and lowering of the overall height of proposed houses lower than that of 67 King Edward Street would ensure that outlook from that property would not be unacceptably reduced. Overlooking of the neighbouring garden from upper rear facing windows of the proposed dwellings would be possible but this would be a normal relationship for houses such as these. In addition the proposed dwellings are set back from the front building line of this neighbouring property. As such House 1 has a reduced first floor area making this 3 x bedroom property with minimal impact on 67 King Edward Street.
- 10.2 Bearing in mind the extent of extensions allowed at appeal under reference P/2702/10, the revised scheme greatly reduces the amount of development on the boundary with 67 King Edward Street, most notably by the space to the rear which is now laid to garden.
- 10.3 The same is true of recently refused application P/2702/12, which

again proposed the bulk of development along the shared boundary with 67 King Edward Street. This proposal is therefore considered to result in a more appropriate development within the context of King Edward Street, and with the revisions made both Houses, is not considered to have so detrimental an impact on 67 King Edward Street so as to warrant a reason for refusal.

- 10.4 Noise and disturbance has been raised as a concern. The level of noise and disturbance associated with the residential use of the site is not considered to be markedly different from the surrounding predominantly residential King Edward Street and the adjacent retail uses in Chalvey Road West which attract a certain level of noise. As such noise and disturbance is not considered to be so detrimental so as to warrant a reason for refusal.
- 10.5 Noise from construction can be mitigated with a suitable informative attached to any subsequent permission (Informative 1 refers).
- 10.6 Concern has also been raised with respect to overlooking. The proposed dwellings have windows in the front and rear elevations only which is the same relationship as the majority of dwellings in King Edwards Street. As such only oblique views of the end of neighbouring properties' rear gardens would be achievable. This relationship in terms of overlooking is not considered to result in direct overlooking into neighbouring properties or of rear amenity spaces and as such is not considered to be detrimental to neighbouring amenity.
- 10.7 The rear of properties belonging to Chalvey Road West abut the south side boundary of the site. In most instances there is a separation from these properties with the boundary of the site by way of rear yards. However in the case of 18/18a and 16/16a Chalvey Road West the buildings abut this boundary; single storey at 18/18a and two storey at 16/16a. Both buildings appear to be unauthorised as there is no planning history at either site relating to these extensions.
- 10.8 Proposed House 2 would abut 18/18a and 16/16a Chalvey Road West completely blocking all light and outlook to these extensions. However, from visiting the site, most notably in the case of the two storey rear extension which abuts the site at 16/16a Chalvey Road West, this is a store to the shop. As such loss of light to this area would not constitute a reason for refusal.
- 10.9 The proposal is therefore considered to comply with planning policies: H13 and EN1 of The Adopted Local Plan for Slough 2004; Core Policies 1 and 8 of the Slough Local Development Framework, Core Strategy (2006 – 2026) Development Plan Document, December 2008; Supplementary Planning Document, Residential Extensions Guidelines; and National Planning Policy Framework

NPPF) 2012.

11.0 **Traffic and Highways.**

- 11.1 The proposal would provide an integral garage and one off street parking spaces for each dwelling. In the P/2702/013 appeal decision, the Inspector stated that “this is an area well related to local shops and services. It is a relatively sustainable location for new development and an area where the use of modes of travel other than the private car should be encouraged. The Inspector was of the view that it is not satisfactory that this a greater provision of parking for a development such as this would be appropriate and finds no support from the development plan or NPPF for such an approach” The planning inspector dismisses the objections raised by the local residents on new occupiers adding or demanding for parking locally. The Inspector’s view was that objection on the parking locally would not significant or that it would result in unacceptable inconvenience for existing residents. It is the view of the Planning Inspectorate that,” given the current commercial use of the site, the situation with regard to traffic movements and parking may actually improve. The Inspector was not persuaded that the proposal would result in any additional concerns with regard to road safety. The Inspector did not find any conflict with Policies T2 or H13 the Local Plan or Policy 7 of the of the Core Strategy as these impose maximum parking standards, require satisfactory highway safety and seek to reduce the need to travel. From a traffic generation point of view the proposal is considered to have limited traffic generation implications on the wider highway network, and as such would not warrant a reason for refusal. This is a view supported by the appeal decision on P/20702/10 and P/02702/013.
- 11.2 The application site is located within a small defined shopping area off Chalvey Road West. Residential Development within such shopping areas is expected to take the form of shops/businesses with residential flats above. Council Planning Policies allow such developments without a requirement to provide car parking as the owners often live and work on the same site.
- 11.3 The site was initially assessed as not requiring car parking due to its location within such a defined shopping area. However due to the objections received during the 25 August 2011, Planning Committee relating to lack of car parking proposed on site and the existing car parking problems in King Edward Street and the surrounding area Highways have advised that car parking provision of 2x parking space per 3 bedroom dwelling is appropriate.
- 11.4 The revised amended scheme plans have therefore been received which incorporate a garage and one off street parking space to the front of the properties thereby meeting the requirement to provide 2 x parking spaces per 3bedroom dwelling.

11.5 The proposal is therefore considered to comply with planning policies: T2 of the adopted Local Plan for Slough; Core Policies 1 and 7 of the Slough Local Development Framework Core Strategy 2006-2026, Development Plan Document (December 2008); and National Planning Policy Framework (NPPF) 2012. The Council's Highways have no object subject to parking conditions.

12.0 **Other Issues**

12.1 Concerns have been raised in letters of objection relating to loss of view; drop in house prices; drop in business activity; increased drug and prostitution; public disorder are not material planning considerations.

12.2 Issues relating to sewage would fall under the jurisdiction of Thames Water. Thames Water has been consulted on this application and in relation to sewerage infrastructure they have no objection to the proposal.

12.3 Care has been taken to ensure the proposal complies with the principles of Design and Crime Prevention as per Policy EN5 of the Local Plan for Slough and in addition the Crime Prevention Design Advisor has been consulted on the application and raises no objection but only some observations on the pedestrian access from Chalvey Road West and inactive frontage as outlined above.

12.4 Any Change of Use of the properties from that proposed would require planning permission as would habitable sheds in gardens. Both issues do not form the basis of this application.

13.0 **Summary**

13.1 The proposal would make efficient use of commercial site and residential accommodation would be a generally more compatible use with regard to the living conditions of neighbouring residents.

13.2 It was considered by the last appeal Inspector that the replacement of this existing commercial use with residential development would provide significant benefits in terms of the future living conditions of the nearby residents. The proposal is considered acceptable as it would provide family housing within an existing suburban residential area, and is considered to comply with Local and National Planning Policy Framework (NPPF) in terms of impact on character, neighbouring amenity and it is likely also that harm to the local highway network and safety would be reduced. The Inspected support the redevelopment of this site by stating that, "As this is a relatively sustainable location, the proposal gains support in terms of the principle of new residential development.

14.0 **PART C: RECOMMENDATION**

14.1 **Recommendation**

14.2 Approve, subject to conditions:

14.3 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 unless otherwise agreed in writing by the Local Planning Authority.
 - (a) Drawing No. 10/29/110.B(Amended), Dated October 2012, Recd On 29/05/2013
 - (b) Drawing No. 10/29/111B (Amended), Dated October 2012, Recd On 29/05/2013
 - (c) Drawing No. 10/29/1000A, Dated May 2011, Recd On 11/04/2013
 - (d) Drawing No. Design and Access Statement, Dated April 2013, Recd On 11/04/2013

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

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

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

4. The internal layout of the building hereby granted permission shall be laid out in accordance with the approved plans and

shall not be amended at any time in the future.

REASON :To minimise the impact of the development on adjacent occupiers in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.No window, other than hereby approved, shall be formed in the development without the prior written approval of the Local Planning Authority.

5. Notwithstanding the terms and provisions of the Town & Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order) (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D, E & F, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON: The rear garden(s) are considered to be only just adequate for the amenity area appropriate for houses of the size proposed. It would be too small to accommodate future development(s) which would otherwise be deemed to be permitted by the provision of the above order in accordance with Policy H14 of The Adopted Local Plan for Slough 2004.

6. No windows, other than those hereby approved, shall be formed in the north and south side elevations of the development without the prior written approval of the Local Planning Authority.

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

7. The garage and parking space 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 Policy T3 of The Adopted Local Plan for Slough 2004.

8. Before the development hereby permitted in begun, a scheme to control/reduce noise emanating from the development (including details of existing noise levels) shall be submitted to and approved in writing by the Local Planning Authority. This

scheme shall be implemented on site prior to occupation of the development and retained at all times in the future to mitigate noise to the levels agreed in the approved scheme.

REASON To protect the amenity of nearby occupiers in accordance with Policy EN26 of The Adopted Local Plan for Slough 2004.

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

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

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

REASON To prevent the formation and spread of dust in the interests of air quality and to accord with Policy EN29 of The Adopted Local Plan for Slough 2004.

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

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

12. The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed.

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

13. No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

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

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

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

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

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

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

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

INFORMATIVE(S)

1. The applicant is reminded of the following:

CONTROL OF NOISE ON CONSTRUCTION AND DEMOLITION SITES LEGISLATIVE CONTROLS

(a) Section 60 of the Control of Pollution Act 1974 enables this Authority to serve a Notice, detailing its requirements relating to the control of noise at a construction or demolition site, on the person carrying out the works and on such other persons responsible for, or having control over, the carrying out of the works.

(b) Section 61 of the Control of Pollution Act 1974 enables a contractor (or developer) to apply, if he so chooses, to this Authority for a prior consent which would define noise requirements relating to his proposals before construction commences.

2. As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:
3. All works and ancillary operations which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.
4. Works outside these hours only by written agreement with the Borough Environmental Health Officer.
5. Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.
6. Have regard to the basic information and procedures for noise control as it relates to the proposed construction and/or demolition as laid out in BS:5228: Part 1: 1984 Noise Control on Construction Sites - Code of Practice for Basic Information and Procedures for Noise Control Vibration is not covered by this Standard, but it should be borne in mind vibration can be the cause of serious disturbance and inconvenience to anyone exposed to it.
7. If the proposal involves piling operations, have regard to BS 5228: Part 4 1986 - 'Noise Control on Construction and Demolition Sites - Code of Practice for Noise Control applicable to piling operations' and ensure details of the piling operations are forwarded to the Borough Environmental Health Officer no later than 28 days before piling is scheduled

to commence. Information supplied should include method of piling, the anticipated maximum depth of piling and the predicted soil conditions, and the activity equivalent continuous sound pressure level at 10 metres for one piling cycle.

8. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.
9. All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.
10. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
11. Applicants are advised to discuss the new requirements for access for the disabled under the Building Regulations with the Council's Building Control Service.