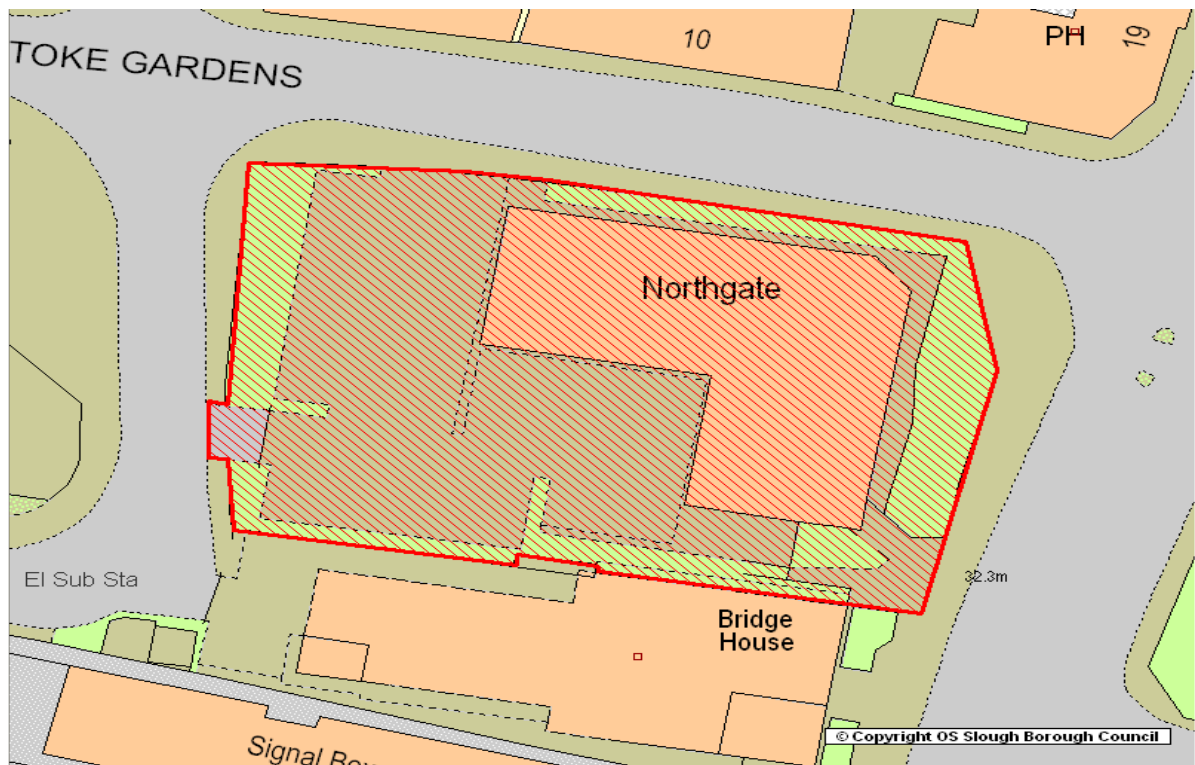


Registration Date:	07-Jun-2013	Applic. No:	P/00149/017
Officer:	Ian Hann	Ward:	Central
		Applic type:	Major
		13 week	6 <sup>th</sup> September 2013
		date:	
Applicant:	Salmon Harvester Properties Ltd		
Agent:	Miss Emma-Lisa Shiells, Barton Willmore LLP Barton Willmore, 7, Soho Square, London, W1D 3QB		
Location:	Northgate House, 1a, Stoke Road, Slough, SL2 5AH		
Proposal:	DEMOLITION OF EXISTING BUILDING AND REDEVELOPMENT OF THE SITE TO PROVIDE A PART FOUR/ PART FIVE/ PART 7 STOREY RESIDENTIAL BUILDING (CLASS C3) COMPRISING 120 DWELLINGS TOGETHER WITH ASSOCIATED REFUSE STORAGE, CAR PARKING, CYCLE PARKING, PEDESTRIAN AND VEHICULAR ACCESS AND EXTERNAL WORKS.		

**Recommendation: Delegate to Head of Planning, Policy and Projects**



## **SUPPLEMENTARY REPORT TO PLANNING COMMITTEE 17<sup>TH</sup> OCTOBER 2013.**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Delegate back to Head of Planning, Policy and Projects for completion of Section 106 Agreement and finalising conditions.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

### **2.0 PART A: REPORT**

- 2.1 At the meeting of the Planning Committee on 4<sup>th</sup> September 2013 Members decided to defer the decision of the planning application in order to allow the applicant and planning officers to negotiate Section 106 contributions with regards to affordable housing. A copy of the original officer's report to Planning Committee is attached at appendix A for information purposes. At the previous meeting Members reviewed the scheme in light of the principle of development, design and appearance, impact on neighbours and future occupiers and transport / parking leaving negotiations for affordable housing remaining.
- 2.2 Negotiations were undertaken with the applicant's, planning officers and officers from the Council's valuation department and after comprehensive discussions an interim agreement was reached, subject to agreement by Committee that a Section 106 payment be made which is equivalent in value to the provision of 9 No. units being provided on site. This is the equivalent provision of 7.4% for affordable housing rather than the 30% which is normally sort. This is considered to be the maximum level of financial contribution which can be secured without compromising the schemes viability.
- 2.3 Whilst the majority of this money will go towards affordable housing the following items will also have to paid for from the contributions in order to make the development acceptable and produce additional benefits to the area:
- Setting up and formation of a car club
  - Travel Regulation Order in relation the car club
  - Travel Plan Monitoring fee

The fees for these works would be taken from the contribution as negotiated due to the necessity of their works. However these fees would represent a very small amount of the total contributions.

- 2.4 The sum agreed will be paid upon the occupation of the flats. In addition it has been agreed that there will be an overage clause, which would result in additional contributions being made should

the value of the sales of the flats increase above the anticipated levels.

- 2.5 This clause would mean that the Council would be paid additional money should the profit on the Gross Development values rise above 25%. This is capped at a maximum of £1.25million which, if ever achieved, would bring the total amount of money received up to the equivalent of 28% affordable housing. This overage clause will not apply if the development starts within 12 months.
- 2.6 The above agreement is considered to be acceptable considering the fact that the viability report that has been produced for this application, which has been tested by the Council's valuation officers, shows that the scheme is borderline of viability and that any additional contributions over and above this sum would make the scheme unviable so that it would not be built out. In addition to this the scheme will see a car club introduced to Slough that will be for the use of local residents and not restrained to just those occupying the development and provide a high quality development which will help assist with the further regeneration of Slough Town Centre.
- 2.7 It was noted at the previous Committee Meeting that some Members raised some issues with regards to the design of the proposed building where there is a change in building heights. The applicants have stated that the height and density of the scheme has been dictated by its position within the Town Centre boundary and policy encouragement for high density residential schemes of an appropriate height.
- 2.8 Due to the site's position in proximity to a lower density residential area, the bulk and massing of the scheme has sought to strike a balance to achieve an appropriate relationship and an attempt to achieve that has been made by positioning the higher 7-storey elements closest to the Town Centre and Railway line. Those parts of the scheme that are nearer to the residential area (along Stoke Gardens) have been presented at a lower height to ease the transition between the two locations. It is also considered that this adds variety and interest to a scheme that will be viewed from the Railway Station and wider Town Centre.
- 2.9 The difference in height is further managed and softened through the introduction of a set of materials including brick (on the corner between Stoke Gardens and William Street / Stoke Road), different coloured render, timber laminate and metallic finished insulated wall panels. This is supplemented by the detailing around the windows and balconies along Stoke Gardens.

It is therefore considered that the design of the building responds to the local area and will not have a detrimental impact upon the character of the area.

## **PART B: RECOMMENDATION**

- 3.0 Delegate to Head of Planning, Policy and Projects for completion of Section 106 Agreement and finalising conditions.

## **Appendix A**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to Head of Planning Policy and Projects for the consideration of any transport and highways and viability issues, completion of a Section 106 Agreement, finalising conditions and final determination.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

### **PART A: BACKGROUND**

#### **2.0 Application Site**

- 2.1 The site is located to the south west junction of Stoke Road and Stoke Gardens and is currently occupied with a vacant office block at 2 storeys in height with associated parking which is accessed from Stoke Gardens.
- 2.2 The site is has a vacant commercial building to the south, upon which a planning application has been received for a Community Centre which is still under consideration. To the east and to the west of the site is another commercial development with residential development to the north, some of which is currently being developed.
- 2.3 The site is located within the Town Centre as defined on the Slough Local Development Framework Proposals Map. The site is also allocated in the Slough Local Development Framework, Site Allocations, Development Plan Document as site reference SKL3. The site as allocated in the site allocations document covers a much wider area than the application site with the Stoke Road / Mill Street area forming the allocation. However as the site covers such a wide area in various ownership redevelopment will be on a piecemeal basis. The site has been allocated in the site allocation document as:

*“The area needs to be comprehensively planned in order to accommodate the pressure for development in this location close to the railway station. This could be achieved by relaxing the policy for the Existing Business Area which prevents the loss of employment land. Residential or mixed use development may be appropriate as part of the comprehensive regeneration of this area.”*

Proposals for development in this area:

- Be comprehensively planned

- Provide for an overall mix of uses within the area
- Rationalise the road and pedestrian network
- Only include small scale ancillary retail uses
- Comply with the principles of the Slough Town Centre Urban Design Framework SPD

### **3.0 Proposal**

3.1 The proposals that are currently being considered involves the demolition of the current building and the erection of a new building of between four to seven stories in height to provide 120 residential units together with refuse storage, car parking for 15 cars, cycle parking for 120 cycles and new accesses. The following mix of units will be provided:

88 X studio flats  
 24 X one bedroom flats  
 8 X 2 bedroom flats

3.2 The proposed building will provide almost total site coverage in an “H” type layout with a width of 28.3m, depth of between 14m and a height of between 14m and 20.95m. The building will be clad render, brick and coloured and timber panels. Soft landscaping will be provided to the northern and western boundaries of the site and parking and refuse storage to the southern boundary of the site. Private garden space will be provided for five of the units balconies for 11 units and an outdoor terrace for a further 3 units. The building will be accessed from William Street to the first floor for pedestrians and vehicles will access from Bristol Way and access the building from the ground floor.

3.3 The applicant states in the Planning Statement submitted with the application that the following benefits would arise from such an application:

- Removal of a vacant, dated and unsightly office on a key entrance into the Town Centre
- Delivery of a modern, high quality, sustainable residential development
- Provision of residential accommodation suiting the local residential market
- Contribution towards the enhancement and regeneration of the Town Centre creating footfall, activity and interest
- Improvements to the local highway infrastructure
- 

3.4 The following documents have been submitted along with this planning application:

- Application Form
- Plans
- Design & Access Statement

- Planning Statement
- Sustainability Statement
- Energy Statement
- Transport Assessment
- Daylight / Sunlight Study
- Air Quality Assessment
- Site Noise Survey and Building Assessment
- Surface & Foul Water Statement
- Environmental Study
- Viability Assessment

#### **4.0 Planning Background**

4.1 Planning permission was granted for the current building in February 1985 as 10,000 sq. ft of offices and 5,000 sq. ft of high technology production area (P/00149/013). The change of use of the building was later changed in February 1988 to B1 office use (P/00149/016). There is no other relevant planning history with regards to this site.

4.2 The neighbouring site currently has an ongoing planning application for the change of use of the building from B1 office use to D1 community centre. Discussions are still ongoing with regards to the formation of a Travel Plan and a Section 106 Agreement (P/08557/002). Objections have been raised to the neighbouring application for a community centre by the applicant's citing travel and parking disruption, unsuitable in principle, having an impact upon the proposed development at Northgate House in terms of as well as it failing to be comprehensive redevelopment.

#### **5.0 Consultation**

##### **5.1 HIGHWAYS AND TRANSPORT**

No response has been received. Members will be updated via the amendment sheet should any response be received.

#### **6.0 Neighbour Notification**

6.1 The following neighbours have been consulted with regards to this application:

Stoke Road – 1, 10, 19, 21, 21a, 23, 25, 27, 27a, Abbey House 18-24, London Country Bus Services Ltd,

Stoke Gardens 1-5 Bristol Way, Belmont Works,

Grays Road – 50, 52, 53, 54, 55, 56, 57, 58, 59, 61, 63, 65, 67, 69, 69a, 71, 71a, 73,

Brunel Way - Slough Railway Station

Railway Terrace – Thames Trains Ltd

6.2 No responses have been received from the neighbour consultations.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

7.1 The application will be assessed against the following policies:

#### **The National Planning Policy Framework (NPPF)**

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

#### **Local Development Framework, Core Strategy 2006-2026, Development Plan Document**

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

#### **Adopted Local Plan for Slough**

- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)



- 7.2 The main planning considerations are considered to be:
- Principle of development
  - Design and appearance on the character of the area
  - Impact on neighbouring residents
  - Living conditions for future occupiers
  - Transport and parking
  - Financial contributions

## **8.0 Principle of development**

- 8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below.
- 8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined Slough Town Centre and flatted development would be in accordance with these policies. Furthermore the designation of the site within the site allocations document allows for high density residential development following on from the major high density residential development which has been developed to the north of the railway station. The applicant's have stated that they have taken advice from local and national agents regarding the mix and size of the development for first time buyers in economically priced accommodation and this meets the undersupply in the area. Evidence of this has been requested and will be provided to Committee via the amendment sheet.
- 8.3 Although these proposals would see the loss of a building for employment generating use this lose is considered to be acceptable considering the fact that the building has been vacant sine November 2011 and marketed since September 2011 with very little interest and reached the end of its economic life. The provision of residential properties on the site is considered to be an acceptable use considering the surrounding residential uses and the fact that the site is in a sustainable location close to the school, restaurant, retail, medical, transport facilities and green open space within the Town Centre and surrounding area.
- 8.4 Therefore the site is considered suitable for housing. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses.

## **9.0 Design and appearance on the character of the area**

9.1 The National Planning Policy Framework confirms the following:

*“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).*

*“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para61).*

*“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (Para 64).*

*“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).*

9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:

- a) Be of 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.

9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.

9.4 The proposed building will have a height of between four, five and seven stories compared to the existing building having a height of two stories so that although the building will be occupying a similar footprint it will look bigger and bulkier than the existing building due

to the increased height. The site is within an area with prevailing mixed heights of two to four stories in the immediate vicinity and 10 stories at the railway station a little further afield. Planning permission has also been granted for tall buildings on the former Thames Valley University site south of the railway bridge as part of the Heart of Slough. This helps to demonstrate that the area is one of transition due to its town centre location and the suggested building heights would be in context with the surrounding area. The site is also located on a corner and the provision of a taller building on this corner will help to provide a feature and demarcate the start of the Town Centre while providing a visual landmark. It is therefore considered that the height of the building is considered acceptable and will not impact upon the character of the area.

- 9.5 The design of the proposed building will see a mixture of materials including render, timber, metallic panels and bricks which together with the use of balconies will provide an interesting and varied looking building without having any blank and overbearing features. For instance the Stoke Road frontage has different levels, materials, balconies and accesses which provided a varied and interesting frontage. Light coloured materials will be used that will reflect light and help to again provide a building which is not depressing or overbearing. Furthermore the surrounding area has no prevailing character in terms of design which the proposed building will compete with and will not be an obtrusive or overbearing form of development within the area. The site is also large enough to have its own design and identity.
- 9.6 The proposed car parking area will be positioned at the rear southern part of the site and will not be visible from the street scene and therefore will not have a detrimental impact upon the character of the street scene. The timber clad bin storage area will be positioned so that it is between the car park and Bristol Way and as well as shielding the car park will not have a detrimental impact upon the character of the area. Its finer detailed design can be required via condition to ensure its appearance will not harm the character of the area.
- 9.7 Although the building covers a vast amount of the site the proposals allow for soft landscaping to be provided on the northern, eastern and western boundaries which will help to soften the appearance of the building within the street scene and provide some form of setting for the proposed building helping it blend into the surrounding area.
- 9.8 Materials will need to be of high quality and comparable to the materials used in rest of the Town Centre and this can be secured via a condition to agree materials before the commencement of the works.

9.9 Therefore it is considered that the proposals provide a design which will enhance the appearance of the site and surrounding area and will not have a detrimental impact upon the character and appearance of the surrounding area complying with the relevant policies in this regard.

## **10.0 Impact on neighbouring residents**

10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are 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 (Para 17).

10.2 Core Policy 8 states “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 ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.

10.3 Policy EN1 of the Local Plan requires that “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.”

10.4 Policy EMP2 of the Local Plan requires that: “there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.

10.5 The proposed building is sited so that it will be approximately 11.5m from the neighbouring property, which is a four storey building that is currently being converted into flats. While the proposed building has a slightly taller elevation facing onto this building (four stories instead of two with a fifth storey being set back) there will not be a detrimental adverse impact upon these properties as the separation gap that is retained compared to the increase in the mass of the

building will minimise any impact. The developments are on opposite sides of the road and form a traditional street scene which is a situation which is not uncommon in urban environments. The sunlight and daylight assessment that has been prepared on behalf of the applicant states that the development will none of the neighbouring properties will experience any adverse impact as a result of the development proposals. The other neighbouring developments are in proposed community use or current light industry / storage uses and would not be affected by these proposals as they would not be protected in terms of loss of light or outlook in the same way as what residential properties are. These proposals would therefore not have a detrimental impact that would warrant the refusal of this application.

10.6 The proposed building is 8m away from the neighbouring site at Bridge House and could impact upon the future development of this property. However any development will have to match such a set back to provide a 16m separation distance which would be acceptable and would not sterilise development of this site. This building has some side facing windows which could provide some overlooking but would be overcome with the addition of bay windows to provide a form of outlook and can be controlled via conditions.

10.7 It is therefore considered that the proposals provide a scheme which will not have any adverse impact the surrounding buildings and complies with the relevant policies.

## **11.0 Living conditions for future occupiers**

11.1 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:

“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;6
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure and
- widening the choice of high quality homes.” (Para 9).

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73).

- 11.2 Core Policy 8 states “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....
- 11.3 The Daylight and Sunlight Study which has been submitted with the application shows that the proposed design satisfies the requirements set out in the BRE guide “Site Layout Planning for Daylight and Sunlight”, which is seen as the definitive guide for sunlight and day light for such sites, subject to some minor amendments being made with regards to the rooms under the balconies, which can be secured via condition. Therefore the proposed flats will obtain the required amount of sunlight and daylight. .
- 11.4 Any issues with regards to overlooking between flats are overcome with the use of angled bays. The flats that benefit from garden space at the ground floor level will have each garden area fenced to ensure their privacy and this can be secured via condition.
- 11.5 From the details of the internal room layouts of the proposed flats that have been provided they would comply with the Council’s recommended guidelines for room sizes as set out in the approved Guidelines for Flat Conversions save for 17 of the studio flats / bedrooms in the one bedroom flats second bedrooms which are between 0.4m<sup>2</sup> to 1.86m<sup>2</sup> short but is not considered sufficient enough to refuse the application on this basis due to the minor nature of the reduction in a limited number of units.
- 11.6 The issues with regards to stacking of habitable rooms above each other is considered separately under building regulations. The noise report that accompanied the application states that subject to appropriate acoustic details being provided for windows and vents then the residents will not be affected by external noise sources and these can be required via condition. The landscaped buffer to Stoke Road, Bristol Way and Stoke Gardens will provide a buffer for the residents of the ground floor flats respecting their amenity.
- 11.7 The rear facing ground floor flats will have their own amenity areas and 23 flats will have balconies providing amenity space. While Core Policy 8 of the Council’s Local Development Framework Core Strategy states that all development will be expected to provide appropriate amenity space as an integral part of the design, it is accepted that the site is within a Town Centre location and close to

other outdoor open spaces so that it is not reasonable to refuse the application on that basis of lack of amenity space.

11.8 The proposals will not see any impact upon flooding or drainage in the site. The development will meet code 3 of the Code for Sustainable Homes and will be in accordance with Secure by Design and Lifetimes Homes criteria.

11.9 It is therefore considered that the scheme provides a suitable standard of amenity for future occupiers due to the nature of the occupation proposed.

## **12.0 Transport and Parking**

12.1 “Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

12.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
  - Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
  - Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

- 12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 12.4 The access and egress will not be maintained off of Bristol Way and the Transport Statement that has been submitted demonstrates that the trip numbers will be reduced as a result of these proposals and that the site can be accessed by service vehicles so that there will be no detrimental impact with regards to highway safety
- 12.5 A total of 16 parking spaces are to be provided in relation to the development (including 2 for electric vehicles) and complies with the Local Plan with no increase in parking spaces within the Town Centre and is considered to be acceptable for such a sustainable location. A robust Travel Plan will be required via a Section 106 Agreement.
- 12.6 Cycle parking is proposed in accordance with the Local Plan
- 12.7 It is therefore considered that the scheme provides a suitable standard of car and cycle parking and will not be detrimental to highway safety and therefore meets the set requirements in this regard.

### **13.0 Contributions**

- 13.1 A development of this size would require contributions towards affordable housing and education as per the Developers Guide. A viability statement has been submitted showing that although the development is only just viable a sum will be available for the following issues:
- Provision of off-site transport infrastructure projects
  - Control on the release of on-street residential parking permits
  - Financial contribution towards off-site recreation and amenity provision
  - Financial contribution towards education provision
  - Financial contribution towards off-site affordable housing provision

This is currently being negotiated with the Council's Asset Management advisors.



## **PART C: RECOMMENDATION**

### **14.0 Recommendation**

- 14.1 Delegate the planning application to Head of Planning Policy and Projects for the consideration of any transport and highways and viability issues, completion of a Section 106 Agreement, finalising conditions and final determination.

## **15.0 PART D: CONDITIONS AND INFORMATIVES**

### **15.1**

#### **CONDITIONS:**

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

(a) Drawing Number: SN001 100 B, Dated: 19/04/2013, Received: 07/06/2013

(b) Drawing Number: SN001 101 E, Dated: 22/03/2013, Received: 07/06/2013

(c) Drawing Number: SN001 102 D, Dated: 22/03/2013, Received: 07/06/2013

(d) Drawing Number: SN001 103 D, Dated: 22/03/2013, Received: 07/06/2013

(e) Drawing Number: SN001 104 D, Dated: 22/03/2013, Received: 07/06/2013

(f) Drawing Number: SN001 105 E, Dated: 22/03/2013, Received: 07/06/2013

(g) Drawing Number: SN001 106 D, Dated: 22/03/2013, Received: 07/06/2013

(h) Drawing Number: SN001 107 D, Dated: 22/03/2013, Received: 07/06/2013

(i) Drawing Number: SN001 110 E, Dated: 22/03/2013, Received: 07/06/2013

(j) Drawing Number: SN001 111 E, Dated: 22/03/2013, Received: 07/06/2013

(k) Drawing Number: SN001 112 D, Dated: 22/03/2013, Received: 07/06/2013

(l) Drawing Number: SN001 1113 C Dated: 22/03/2013, Received: 07/06/2013

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted local Plan for Slough 2004

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted local Plan for Slough 2004

5. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

6. 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.

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off

- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area.

8. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

9. No development shall commence on site until a detailed landscaping and tree planting scheme, has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

10. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

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

10. 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 Local Plan for Slough 2004.

11. 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

12. All development shall occur in accordance with the following reports
- (a) Environmental Study by RSK, May 2013
  - (b) Air Quality Assessment by RSK, May 2013
  - (c) Surface and Foul Water Statement by Mason Navarro Pledge, May 2013
  - (d) Energy Statement by Cudd Bentley Consulting, 21/05/2013
  - (e) Sustainability Statement by Cudd Bentley Consulting, 21/05/2013
  - (f) Sound Survey and Building Assessment by Applied Acoustic Design, 15/05/2013
  - (g) Design, 15/05/2013
  - (h) Daylight and sunlight Study by Delva Patman Redler, May 2013

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

13. No development shall commence until details of the proposed bin store (to include siting, design and external materials) and a management plan for site waste 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 EN 1 of The Local Plan for Slough 2004.

14. No development shall commence until details of the screening

between terraces, balconies and gardens (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved screens shall be completed prior to first occupation of the development and retained at all times.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre application discussions. 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.