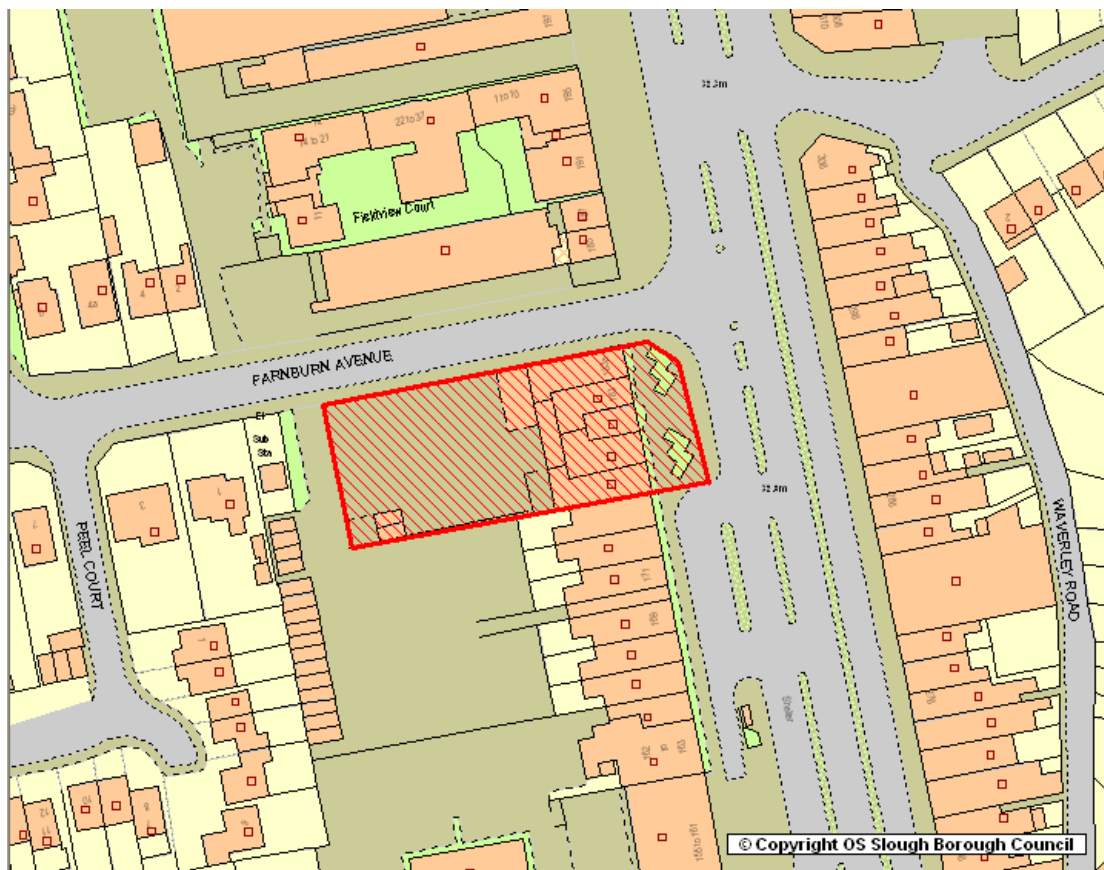


Registration Date:	01-Aug-2013	Applic. No:	P/02619/003
Officer:	Mr. J. Dymond	Ward:	Farnham
		Applic type:	Major
		13 week	31st
		date:	
Applicant:	Euroreach Ltd		
Agent:	Mr. Eralp Semi, Direct Planning Limited 95-97, Riverbank House, High Street, Orpington, Kent, BR5 3NH		
Location:	177, Farnham Road, Slough, SL1 4XP		
Proposal:	ERECTION OF A THREE STOREY BUILDING WITH PITCHED ROOF ON PART OF EXISTING CAR PARK TO PROVIDE 4NO. ONE BEDROOM FLATS AND 6NO. TWO BEDROOM FLATS (CLASS C3) WITH CAR PARKING CYCLE STORAGE AND BIN STORAGE.		

Recommendation: Approve



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be approved subject to conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for the proposed erection of a mixed use three storey building on part of the existing car park to the rear of 177-183A Farnham Road. This building is known as Ambassador House. The proposed building would front Farnburn Avenue. The proposed development would provide ten flats (4 no. one bedroom flats and 6 no. two bedroom flats) (Class C3).
- 2.2 Associated car parking provision would be provided at ground floor level, underneath and around the building.

3.0 Application Site

- 3.1 The site of the proposed development comprises an existing car park, currently understood to be utilised in association with Ambassador House.
- 3.2 To the north of the site is Farnburn Avenue. On the opposite side of Farnburn Avenue there is a supermarket occupied by Iceland. It should be noted that planning permission has been granted under planning application P/00419/015 dated 17th March 2009 for the proposed demolition of existing retail unit and construction of three storey building, with retail at ground floor and two residential floors above, consisting of 4 no. one bedroom and 4 no. two bedroom flats with 12 no. parking spaces.
- 3.3 To the north of the supermarket, there is a residential development comprising flats known as Fieldview Court.
- 3.4 To the south of the site, a development has recently been constructed on land which was understood to be formerly in use as a car park in association with 165-175 Farnham Road. Planning permission was granted for the erection of 3 no. two bed, 1 no. three bed and 4 no. four bed houses plus parking, landscaping and access road under planning application P/07851/004 dated 26th March 2012.

- 3.5 It should also be noted that planning permission has been granted for the change of use of the existing offices at first and second floor level to class C3 flats at 165-175 Farnham Road to the south east under planning application P/07851/005 dated 23rd May 2012 and planning application P/07851/006 dated 23rd May 2012 respectively. It is understood that works associated with this development have commenced.
- 3.6 To the east of the site, the existing three storey building known as Ambassador House is understood to be in use for mixed commercial and residential uses. Planning permission has been granted for the proposed change of use of second floor from B1 offices to 6 no. flats (4 no. one bedroom, 2 no. two bedroom) under planning application P/01014/014 dated 3rd October 2012.
- 3.7 A prior approval application has also recently been made in order to utilise the new permitted development rights relating to the change of use of Class B1(a) offices to Class C3 dwellings. A determination has been made that the prior approval of the Local Planning Authority is not required and the applicant is therefore able to proceed with the proposed change of use without having to apply for planning permission.
- 3.8 There are two existing flats situated in the two storey rear projection. An inspection of the plans approved with the original application for the proposed erection of the building shows that these flats comprise two bedrooms respectively.
- 3.9 To the west of the site, there is an access which leads to the residential development to the south. Beyond this access, there are two storey dwellinghouses fronting Farnburn Avenue.
- 3.10 The surrounding area is therefore considered to comprise a mix of commercial and residential uses and the site is considered to be situated at what could be considered the interface between the district centre and the residential area.

4.0 Site History

- 4.1 Previous applications relating to the site are as follows:

P/01014/018 SUBDIVISION OF TWO FLATS (FLATS A AND B) AT SECOND FLOOR LEVEL TO CREATE 2 NO. STUDIO FLATS AND 2 NO. ONE BEDROOM FLATS (CLASS C3)

Under consideration.

F/01014/017 PRIOR APPROVAL FOR CHANGE OF USE OF FIRST FLOOR FROM CLASS B1(A) OFFICES TO

CLASS C3 RESIDENTIAL COMPRISING 5 NO. STUDIO FLATS AND 3 NO. ONE BED FLATS (8 NO. UNITS IN TOTAL).

Prior Approval Not Required.

P/01014/016 SUBMISSION OF DETAILS PURSUANT TO CONDITIONS 4 (CYCLE PARKING) AND 5 (BIN STORAGE) OF PLANNING PERMISSION P/01014/014 DATED 03/10/2012 FOR THE CHANGE OF USE OF THE SECOND FLOOR FROM B1(A) OFFICES TO 6 NO. FLATS (4 NO. ONE BEDROOM, 2 NO. TWO BEDROOM).

Under consideration.

P/01014/015 ERECTION OF A PART THREE STOREY/PART FOUR STOREY BUILDING ON EXISTING CAR PARK TO PROVIDE 3. NO. RETAIL UNITS (CLASS A1) AT GROUND FLOOR LEVEL FRONTING FARNBURN AVENUE AND UNDERCROFT VEHICULAR ACCESS WITH 10 NO. ONE BEDROOM AND 5 NO. TWO BEDROOM FLATS (CLASS C3) ABOVE, WITH CAR PARKING, CYCLE STORAGE AND BIN STORAGE AT GROUND FLOOR LEVEL TO REAR

Withdrawn

P/01014/014 CHANGE OF USE OF SECOND FLOOR FROM B1(A) OFFICES TO 6 NO. FLATS (4 NO. ONE BEDROOM, 2 NO. TWO BEDROOM)

Approved with Conditions; Informatives 03-Oct-2012

P/01014/013 INSTALLATION OF A DOUBLE SIDED PROJECTING BOX SIGN

Approved with Conditions 26-Feb-1988

P/01014/012 CHANGE OF USE FROM SHOP TO INSURANCE BROKERS.

Approved with Conditions 23-Jun-1987

P/01014/011 INSTALLATION OF NEW SHOPFRONT.

Approved with Conditions 16-May-1985

P/01014/010 INSTALLATION OF ILLUMINATED FASCIA SIGN.

11-Aug-1986

P/01014/009 INSTALLATION OF NEW SHOPFRONT.

11-Aug-1986

P/01014/008 INSTALLATION OF ILLUMINATED FASCIA &
PROJECTING BOX SIGN

Approved with Conditions 16-Nov-1984

P/01014/007 INSTALLATION OF NEW SHOP FRONT

Approved with Conditions 16-Nov-1984

P/01014/006 ERECTION OF TEMPORARY SHOP UNITS

Refused 29-Nov-1982

P/01014/005 ERECTION OF 4 SHOPS 4 SUITES OF OFFICES
EACH 230 M2 AND 2 SERVICE FLATS AND
FORMATION OF ANCILLARY PARKING AND
SERVICING AREA

Refused 29-Nov-1982

The following applications are also considered to be of relevance:

Car park at the rear of, 165-175, Farnham Road, Slough, Berkshire,
SL1 4XP

P/07851/011 - SUBMISSION OF DETAILS PURSUANT TO
CONDITIONS 5 (SURFACE WATER DRAINAGE) AND 10 (SITE
INVESTIGATION OF PLANNING PERMISSION P/07851/004
DATED 27/10/2011 FOR THE ERECTION OF 3 NO. TWO
BEDROOM, 1 NO. THREE BEDROOM AND 4 NO. FOUR
BEDROOM HOUSES PLUS PARKING, LANDSCAPING AND
ACCESS ROAD. - Approved 22-Nov-2012

P/07851/008 - SUBMISSION OF DETAILS PURSUANT TO
CONDITIONS 6 (SAMPLES OF EXTERNAL MATERIALS), 9
(LANDSCAPING AND TREE PLANTING SCHEME), 11 (BIN
STORE), 12 (CYCLE PARKING) AND 14 (SAMPLES OF
EXTERNAL MATERIALS) OF PLANNING PERMISSION
P/07851/004 DATED 27/10/2011 FOR ERECTION OF 3 NO. TWO
BEDROOM, 1 NO. THREE BEDROOM AND 4 NO. FOUR
BEDROOM HOUSES PLUS PARKING, LANDSCAPING AND
ACCESS ROAD. - Approved 05-Oct-2012

P/07851/007 - SUBMISSION OF DETAILS PURSUANT TO CONDITIONS 6 (SAMPLES OF EXTERNAL MATERIALS), 9 (LANDSCAPING AND TREE PLANTING SCHEME), 11 (BIN STORE), 12 (CYCLE PARKING) AND 14 (SAMPLES OF EXTERNAL MATERIALS) OF PLANNING PERMISSION P/07851/004 DATED 27/10/2011 FOR ERECTION OF 3 NO. TWO BED, 1 NO. THREE BED AND 4 NO. FOUR BED HOUSES PLUS PARKING, LANDSCAPING AND ACCESS ROAD. - Approved 05-Oct-2012

P/07851/004 - ERECTION OF 3 NO. TWO BED, 1 NO. THREE BED AND 4 NO. FOUR BED HOUSES PLUS PARKING, LANDSCAPING AND ACCESS ROAD. - Approved with Conditions 26-Mar-2012

Stirling House, 165-175, Farnham Road, Slough, Berkshire

P/07851/010 - SUBMISSION OF DETAILS PURSUANT TO CONDITIONS 4 (CYCLE PARKING), 5 (BIN STORE), 6 (SOUND INSULATION), 7 (SITE LIGHTING), 10 (WORKING METHOD STATEMENT), 11 (WASTE), 13 (ACOUSTIC REPORT), 14 (WASTE DISPOSAL) OF PLANNING PERMISSION P/07851/006 DATED 23/05/2012 FOR CHANGE OF USE OF EXISTING SECOND FLOOR OFFICES INTO 6 X TWO BEDROOM FLATS. - Approved 24-Oct-2012

P/07851/009 - SUBMISSION OF DETAILS PURSUANT TO CONDITIONS 4 (CYCLE PARKING), 5 (BIN STORE), 6 (SOUND INSULATION), 7 (SITE LIGHTING), 11 (WORKING METHOD STATEMENT), 12 (WASTE), 14 (ACOUSTIC REPORT), 15 (WASTE DISPOSAL) OF PLANNING PERMISSION P/07851/005 DATED 23/05/2012 FOR CONVERT EXISTING B1 FIRST FLOOR OFFICES INTO 6 NO. TWO BEDROOM SELF CONTAINED FLATS. - Approved 24-Oct-2012

P/07851/006 - CHANGE OF USE OF EXISTING SECOND FLOOR OFFICES INTO 6 X TWO BEDROOM FLATS - Approved with Conditions 23-May-2012

P/07851/005 - CONVERT EXISTING B1 FIRST FLOOR OFFICES INTO 6 NO. TWO BEDROOM SELF CONTAINED FLATS - Approved with Conditions 23-May-2012

Land opposite & at Iceland Site, Farnburn Avenue, Off Farnham Road, Slough, Berks

P/00419/015 - DEMOLITION OF EXISTING RETAIL UNIT AND CONSTRUCTION OF THREE STOREY BUILDING, WITH RETAIL AT GROUND FLOOR AND TWO RESIDENTIAL FLOORS ABOVE, CONSISTING OF 4 NO. ONE BEDROOM AND 4 NO. TWO

BEDROOM FLATS WITH 12 NO. PARKING SPACES - Approved
with Conditions 17-Mar-2009

5.0 Neighbour Notification

- 5.1 175, FARNHAM ROAD, SLOUGH, Iceland Foods Plc, Farnburn Avenue, Slough, SL1 4XT, Flat, 185, Farnham Road, Slough, SL1 4XS, 185a, Farnham Road, Slough, SL1 4XS, 185, Farnham Road, Slough, SL1 4XS, 1a, Farnburn Avenue, Slough, SL1 4XU, 1b, Farnburn Avenue, Slough, SL1 4XU, 1, Farnburn Avenue, Slough, SL1 4XU, Sava Centre, 183, Farnham Road, Slough, SL1 4XP, Golden Globe Phone Clinic, 177, Farnham Road, Slough, SL1 4XP, Salvation Army Care & Share Shop, 179, Farnham Road, Slough, SL1 4XP, Haines Watts, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, F M C Measurement Solutions, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Upper Floor, Unit, 1, Elystan Business Centre, Springfield Road, Hayes, Middlesex, UB4 0UP, Grooms, 183, Farnham Road, Slough, SL1 4XP, Contract Cleaning Services, 183, Farnham Road, Slough, SL1 4XP, Heycrest Ltd, 183, Farnham Road, Slough, SL1 4XP, Britvic Ltd, Ambassador House, 181, Farnham Road, Slough, SL1 4XP, Ikonnect Accessories, 177, Farnham Road, Slough, SL1 4XP

In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site and the application has been advertised in The Slough Express.

- 5.2 No representations received.

6.0 Consultation

- 6.1 Transport and Highways

Concerns regarding number of car parking spaces.

- 6.2 Drainage Engineer

Comments provided regarding drainage design.

- 6.3 Environmental Protection

No comments received.

- 6.4 Planning Policy

No objections received.

- 6.5 Thames Water

Comments provided and informative recommended.

6.6 Crime Prevention Design Advisor

Comments provided with regard to crime prevention and community safety implications.

6.7 Environmental Quality

Condition recommended regarding contaminated land.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework and the Technical Guidance to The National Planning Policy Framework

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 5 – Employment

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density

Policy H14 – Amenity Space

Policy EN1 – Standard of Design

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater

the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

Other relevant documents

Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)

Slough Local Development Framework Proposals Map

Slough Borough Council Developer's Guide Parts 1-4

Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)

Guidelines for Flat Conversions (April 1992)

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Relationship with and potential impact on neighbouring properties;
- 4) Amenity space for residents;
- 5) Parking and highway safety.

8.0 Principle of Development

8.1 The proposed development would be carried out on land which has been utilised as a car park in connection with Ambassador House. This building is located within a shopping area as shown on the Proposals Map, however the site of the proposed building under consideration falls outside of the shopping area and is thus considered to be situated within a residential area.

8.2 Whilst the parking and highway impact of the loss of the existing car

parking is assessed below having regard to relevant parking standards, there is considered to be no in principle objection to the proposed development being carried out on this land.

- 8.3 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. This policy states that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.
- 8.4 Whilst the site is located outside of the town centre, it is situated immediately adjacent to buildings occupying a primary frontage within the Farnham Road district centre.
- 8.5 To the north and east of the site, surrounding developments mainly comprise a mixture of retail/office uses and flats. A backland residential development to provide family housing has recently been constructed to the south of the site. To the west, properties on Farnburn Avenue mainly consist of family housing.
- 8.6 Given the close proximity of the site to Farnham Road and the district centre, the site is considered to be a sustainable location for a development providing flats. It would be of a scale commensurate with its surroundings and would be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure. The proposal would not result in the loss of existing family housing.
- 8.7 The proposed flats would be acceptable in principle and would comply with Core Policies 1, 3 and 4 of the Core Strategy.

9.0 Design and Impact on the Street Scene

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.
- 9.2 The proposed building would be three storeys in height. It would be constructed of facing bricks, rendered and painted walls and timber cladding. Recessed balconies are proposed to the front and rear. It is considered that the materials proposed would be inkeeping with the materials found in the locality.
- 9.3 The proposed building would front Farnburn Avenue and would be

sited with the front elevation of the building facing the footway. The entrance to the building would be via a communal entrance. It is considered that this would provide an acceptable access arrangement.

- 9.4 Turning to noise matters, it is considered that the rooms within the proposed flats would be satisfactorily stacked to limit the potential for noise disturbance. Details of noise insulation could be covered by condition.
- 9.5 With regard to light provision, the windows serving habitable rooms are considered to be of an acceptable size and appropriately positioned.
- 9.6 The proposal would respect building lines and would be of a high quality design and appearance. The proposed development is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

10.0 Relationship With and Potential Impact on Neighbouring Properties

- 10.1 It is considered that the main area for consideration in relation to the potential impact on neighbouring occupiers would be with respect to separation distances between neighbouring developments and resultant overlooking, overshadowing and overdominance.
- 10.2 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. This policy also states that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers.
- 10.3 The main areas of concern regarding the potential impact of the proposed development on adjoining occupiers are with respect to the relationship of the proposed development with the neighbouring residential development to the south, to the rear of 165-175 Farnham Road; and the relationship of the proposed development with the flats to the rear of 177-183A Farnham Road to the east.
- 10.4 The guidelines set out in The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document regarding generally acceptable separation distances within a residential context are considered to be of relevance. Whilst the Guidelines relate principally to extensions to residential properties, the additional guidance contained within the supplementary planning document informs the interpretation and

implementation of relevant development plan policies for developments in residential areas.

- 10.5 The guidelines require that a minimum separation distance of 15 metres is maintained in the case of a flank wall/primary elevation and 21 metres in the case of a primary elevation/primary elevation relationship. Guidelines relating to the application of the 45 degree vertical plane are also considered to be of relevance.
- 10.6 Relationship with development to the rear of 165-175 Farnham Road
- 10.7 The submitted plans show that the proposed development would maintain a 20.3 metre gap between the rear elevation of the building and the front elevation of the neighbouring dwellings opposite. Applying the standards contained within The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document, a separation distance of 21 metres between opposing primary elevations should normally be maintained.
- 10.8 Whilst the proposed development would therefore fail to achieve the minimum separation distance required, the 70cm shortfall would be of marginal significance and this would not result in unacceptable detriment and planning permission should therefore not be refused on these grounds as an acceptable relationship would be provided.
- 10.9 The proposed development would be acceptable having regard to the relationship of the proposal with the properties recently constructed to the rear of 165-175 Farnham Road. The proposed development would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.
- 10.10 Relationship with flats to the rear of 177-183A Farnham Road
- 10.11 The submitted plans show that the separation distance between the flank wall of the proposed development and the rear wall of the two storey rear projection of the existing building accommodating the two existing flats would be 11.4 metres. The separation distance between the flank wall of the proposed development and the main flank wall of Ambassador House would be 16.8 metres.
- 10.12 Windows in the flank wall elevation of proposed development facing the rear of Ambassador House would serve open plan kitchen and living room areas, and bedrooms.
- 10.13 Having regard to the standards contained within The Slough Local Development Framework Residential Extensions Guidelines

Supplementary Planning Document, a separation distance of 15 metres should be maintained between opposing flank wall and primary elevations should normally be maintained.

- 10.14 Whilst the proposed development would result in separation distance of 11.4 metres between the flank wall of the proposed building and the rear wall of the two storey rear projection of the existing building accommodating the two existing flats, it is considered that adequate light provision and outlook would be maintained for these occupiers.
- 10.15 The previously withdrawn scheme proposed a building in closer proximity to the rear of Ambassador House than the scheme under consideration would provide and it is considered that this would now be sufficient to prevent detriment arising through overlooking and overshadowing. The 16 metre separation distance between the flank wall of the proposed building and the main rear wall of Ambassador House would exceed the 15 metre distance normally required.
- 10.16 It is considered that the proposed development would be acceptable and would comply with Core Policy 8 of the Core Strategy and the National Planning Policy Framework.

11.0 Amenity Space for Residents

- 11.1 Balconies would be provided to the rear for use by future occupiers of some of the units.
- 11.2 The design of the proposed balconies is such that they would provide a usable outside seating area and the level of provision is considered to be acceptable given the location of the site.
- 11.3 It is considered that the proposal would comply with Core Policy 8 of the Core Strategy, Policy H14 of The Adopted Local Plan for Slough and the National Planning Policy Framework.

12.0 Parking and Highway Safety

- 12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The existing building is located within a shopping area as shown on

the Proposals Map, however the site of the proposed building under consideration falls outside of the shopping area and is thus considered to be situated within a residential area.

- 12.4 Parking standards relevant to the proposed development, which is located within a residential area, as set out in the Adopted Local Plan for Slough are as follows:
- 12.5
- 1 bedroom flat (all spaces assigned) – min. 2 per unit
 - 1 bedroom flat (one space assigned) – min. 1 per unit, plus 0.5 communal
 - 1 bedroom flat (all spaces communal) – min. 1.25 per unit (a minimum of 1 per unit has been accepted in some locations)
 - 2 or 3 bedroom flat (all spaces assigned) – min. 2 per unit
 - 2 or 3 bedroom flat (all spaces communal) – min. 1.75 per unit
- 12.6 The Council's Highway consultee has stated that the minimum parking for the new flats which would be accepted would be 14 no. unallocated spaces.
- 12.7 The existing building is located within a shopping area. The relevant parking standards are for nil spaces to be provided in the case of the flats at first and second floor level. Nil parking spaces are required for the retail units, unless there is a shortfall.
- 12.8 The applicant has submitted a parking layout for a total of 28 no. spaces. This layout would include parking spaces for the retail units, however having regard to relevant standards which would be for nil spaces to be provided unless there is a shortfall, if these spaces were not provided then it is not considered that an objection could be raised on parking grounds. This would include the provision of a car lift system. The Council's highway consultee has raised no problems in principle with a car lift system; however concerns have been raised regarding drainage issues.
- 12.9 Notwithstanding the parking layout that has been submitted, it is considered, given the sustainable location of the site where travel by means other than the private car should be encouraged and supported, the proximity of the site to the district shopping centre, and the available space around the proposed building that a satisfactory parking arrangement could be secured and conditions are recommended regarding this.

13.0 Process

- 13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The concerns arising in connection with the previously withdrawn scheme were discussed with the applicant and changes have been made. The development is considered to be sustainable and in

accordance with the requirements of the National Planning Policy Framework.

14.0 Summary

14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations.

14.2 It is recommended that the application be approved subject to conditions.

PART C: RECOMMENDATION

15.0 Recommendation

15.1 Approve subject to conditions.

PART D: CONDITIONS

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 No. DP/1830/RG - 1, Dated June 2013, Recd On 18/07/2013

(b) Drawing No. DP/1830/RG - 2, Dated June 2013, Recd On 18/07/2013

(c) Drawing No. DP/1830/RG - 3, Dated June 2013, Recd On 18/07/2013

(d) Drawing No. DP/1830/RG - 4, Dated June 2013, Recd On 18/07/2013

(e) Drawing No. DP/1830/RG - 5, Dated June 2013, Recd On 18/07/2013

(f) Drawing No. DP/1830/RG - 6, Dated June 2013, Recd On 18/07/2013

(g) Drawing No. DP/1830/RG - 7, Dated June 2013, Recd On 10/09/2013

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. 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 Policy EN1 of The Local Adopted Plan for Slough 2004.

5. 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.

6. The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secured by Design' accreditation awarded by Thames Valley Police.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder

implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework.

7. 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, Development Plan Document, December 2008.

8. It is suspected that this site and/or nearby land and water may be contaminated as a result of former industrial use(s) or otherwise. Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665. Each phase shall be submitted in writing and approved by the LPA.

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

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

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

The development shall not be occupied until any approved

remedial works, have been carried out and a full validation report has been submitted and approved to the satisfaction of 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.

REASON To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. 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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. Full details of the surface water disposal shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once approved, the details shall be fully implemented prior to the first occupation of the dwellings and retained as such thereafter.

REASON In the interests of drainage in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11. No development shall commence until details of wall and floor sound insulation for the flats hereby approved has been submitted to the Local Planning Authority and approved in writing. Once approved, the approved details shall be implemented prior to the first occupation of the flats, and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON To protect the occupiers of the flats from internal noise transmission in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

12. 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 Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

13. No development shall commence until details of the proposed bin stores (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.

14. No future occupier of the flats hereby approved shall be entitled to a car parking permit from the Council to park upon the public highway within any current or future local controlled parking zone.

REASON In order to ensure that the development does not harm the amenities of the occupiers of neighbouring residential properties by adding to on-street parking demand in the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

15. Notwithstanding the parking layout shown on the submitted plans, no development shall commence until a plan to show parking and vehicular access arrangements has been submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided on site in accordance with the approved details prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough

Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004.

16. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources (as described in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007)). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of the development hereby permitted. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document.

17. Following practical completion of the building hereby permitted, the building shall not be occupied until details of compliance with the Building Research Establishment BREEAM (or subsequent equivalent quality assured scheme) overall 'Very Good' has been achieved.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

18. No development shall take place until details in respect of measures to:

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. No development shall take place until details of on-site storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) during the construction have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

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

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

21. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

INFORMATIVES:

1. 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.
2. 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.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
5. 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.
6. 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.
7. 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.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule.