

Registration Date: 12-Nov-2014
Officer: Ian Hann

Applic. No: P/15599/001
Ward: Central
Applic type: Major
13 week date: 11th February 2015

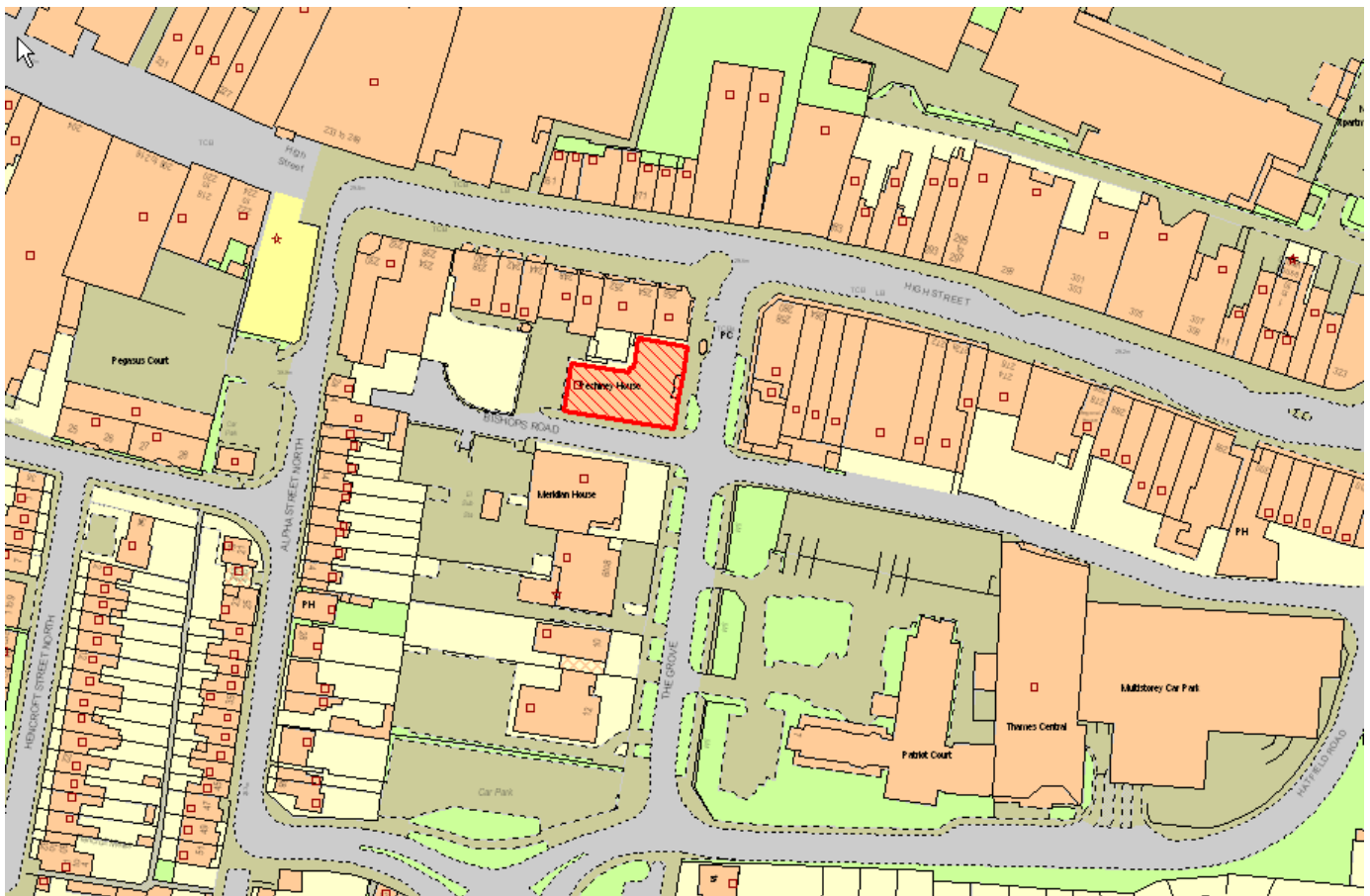
Applicant: Investec Property Limited

Agent: Miss Stefanie Mizen, JLL 30, Warwick Street, London, W1B 5NH

Location: Pechiney (uk) Ltd, Pechiney House, The Grove, Slough, SL1 1QF

Proposal: ERECTION OF THREE STOREY EXTENSION AND CONVERSION OF BUILDING TO PROVIDE 30 RESIDENTIAL UNITS WITH ASSOCIATED LANDSCAPING AND AMENITY SPACE.

Recommendation: Delegate to the Acting Planning Manager



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to Acting Planning Manager for the consideration of any outstanding consultation responses, finalising conditions and the Section 106 Agreement and final determination.
- 1.2 This application is to be determined by the Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the extension and refurbishment of the existing building into a residential building. The scheme would comprise:
- erection of a three storey extension and conversion of the extended building to provide a building comprising of 30 no. flats (9 no. one bedroom, 20 no. two bedroom and 1 no. three bedroom flats).
 - Changes to the fenestration and fascia of the building with new balconies
 - Provision of cycle parking, refuse storage and landscaping.
- 2.2 The proposed extension to the building would consist of the addition of 3 floors with the third floor having the same footprint as the rest of the building, the fourth floor having a reduced floor print (30m by 15.5m) with roof top amenity space being provided in the northern side of the building and the fifth floor reduced further still (22m by 14.5m) with amenity space being provided on the eastern side. The building would consist of mostly six storeys where the maximum height would be 18.6m with a set down of five storeys facing onto The Grove where the maximum height would be 12.8m. The building has been designed with a flat roof.
- 2.3 Private amenity space is proposed via balconies and more public amenity space in the northern and eastern corners of the building.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto The Grove leading to a lift and stair access providing access between the levels. Access to the bin store would also be from this entrance with entrance to the cycle store from the rear of the building. Two parking spaces would be provided for the development.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:
- Planning Statement
 - Daylight and Sunlight Assessment
 - Sustainability Statement
 - Affordable Housing Viability Assessment
- 2.6 Prior approval was granted in September 2013 for the conversion of the existing building into 18 residential units. As that part of the scheme is already approved this application only looks at the extended element of the building, changes to the appearance of the building and additional flats above the 18 previously allowed.

- 2.7 There is currently an application elsewhere on the Committee agenda for the change of use and development of flats on the neighbouring Bishops Road car park, which used to serve Pechiney House. This is in the same ownership, but since the Bishops Road site has previously received planning permission to be developed for residential use they are treated as separate units.

3.0 Application Site

- 3.1 The site is L shaped and is a maximum of 43m deep and the road frontage is 24m wide and currently has a vacant three storey office building on it with parking to the rear accessed from Bishops Road.
- 3.2 The site is located to the west of the grove close to the junctions with the High Street to the north and Bishops Road to the south.
- 3.3 The site is adjoined by:
- three storey commercial and three storey commercial / office buildings facing onto the high Street to the north;
 - car park to the west;
 - Vacant 5 storey office building opposite The Grove to the east;
 - Bishops Road to the south with office development beyond.
- 3.4 The site is located within the Slough Town Centre and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 Site History

- 4.1 Prior approval was granted for the conversion of the existing building into 18 residential units in September 2012 (F/15599/000).

5.0 Neighbour Notification

- 5.1 Merdian House, The Grove
248, 250, 252, 254, 256, 258, 260, 234, 236 High Street

Notice placed on site

Notice published in local press

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet.

6.0 Consultations

6.1 Highways and Transport

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application is considered alongside the following policies:

National guidance

- National Planning Policy Framework (NPPF) and technical guidance notes.

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, Development Plan Document

- Core Policy 1 (Spatial Strategy)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 11 (Social Cohesiveness)
- Core Policy 12 (Community Safety)

Adopted Local Plan for Slough

- H9 (Comprehensive Planning)
- H10 (Minimum Density)
- H11 (Change of Use to Residential)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- EN2 (Extensions)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- T2 (Parking Restraint)

7.2 The main planning considerations for this proposal are:

- The principle of the development
- The design and appearance/ impact on the street scene
- Impacts on nearby residential properties
- Living conditions for future occupants
- Traffic/ highway/ parking and servicing
- Contributions

8.0 Principle of the 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. This site is not a site that has been identified in the Councils Site Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has a 5, 10 and 15 year supply of dwellings and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.
- 8.3 The building currently has a extant prior approval to be converted into flats in any event which would result in the loss of office accommodation and see the site put to a residential use.
- 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/ Impact on Street Scene and Surrounding 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.
- 9.8 The proposed extension would result in the building being a part five / part six storey flat roof building fronting The Grove, with the top floor being recessed from the frontage to provide a roof top communal amenity space.
- 9.9 The buildings facing the High Street and the office building at Meridian House are both three storey office buildings. Meridian House has office accommodation in the roof space with dormers. The proposed extended building would therefore be slightly taller than both adjoining buildings. However with a step up from the High Street the proposed building would not look overly large or bulky from the High Street with the bulk set behind the building facing the High Street. Additionally with the site being based between the Grove and Bishops Road on a somewhat isolated site the additional mass and bulk would not have a detrimental impact upon the street scene or the appearance of the area. The fact that the first floor is recessed away from the front elevation of the building will also ensure that the mass and bulk of the building will not have a detrimental impact upon the character or appearance of the street scene.
- 9.10 The proposed building would be on the east side of The Grove and would appear to be in a similar design to the proposed scheme at Bishops Road to give some sense of a linked and conjoined design approach to both of the sites thereby helping to provide a joined up design approach to the area. directly adjacent to residential properties on Alpha Street North.
- 9.11 The appearance of the redesigned element of the building is in a modern style using clean lines. A mixture of cladding (primarily brick and cedar) is proposed to match the Bishops Road Site, together with the changes in fenestration to break up the mass of the building. Most of the apartments would have their own balcony and these would have glass balustrades again providing interest to the facade of the building. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre and in keeping with the character of the area.
- 9.12 Overall the design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene.

10.0 Impact on Residential Amenities

- 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 The northern boundary of the development site is in close proximity to the rear of the properties that face onto the High Street but they have no rear facing windows that could be impacted upon as a result of these proposals. The site to the north west which faces the High Street has rear facing windows, some of which may be used for residential uses, but due to the presence of an existing building, with only the extension to this building being considered under this application, and the 15m separation distance would not have any detrimental impact. Like wise the proposals would not have any impact upon the vacant office building to the east on the opposite side of The Grove, for which permission has been granted for the conversion into residential units due to the separation distance of 18m.
- 10.5 The proposals could be considered to be visually prominent, although it is considered unlikely that a refusal of the proposal on this ground alone would be sustained at appeal, particularly as:
- this is a town centre site where the Council policy is for high density housing,
 - There is an existing building on the site and it is only the extension to that building which is being considered,
 - given the separation distances being achieved between the proposed building and the rear of the Alpha Street properties (22m),
- 10.6 The proposed flats would maintain a separation distance of approximately 12m from the side of the vacant car park site at Bishops Road, which could be brought forward for development and such a separation distance would allow this site to still be developed if careful consideration is given to its layout and ensure that the development potential of the site is not sterilised.
- 10.7 The proposal has been checked against the BRE guidance for impacts on sunlight and daylight access. The results show that the proposed scheme would have an impact on daylight for 1 window in the neighbouring property although impact is minimal at 20.8% compared to the acceptable limit of 20% and sunlight access for three windows which are not main habitable room windows. It is considered given the limited number of impacts in terms of daylight and sunlight a refusal on the grounds of significant loss of daylight and sunlight is considered unlikely to be sustained at appeal.

- 10.8 For the reasons set out above, the proposal is considered not to have a detrimental impact on the living conditions of the existing occupants of the adjoining residential properties on Alpha Street North and is considered to be in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1, which require that development be of a high quality design which respects its surroundings and the amenities of adjoining occupiers.

11.0 Living Conditions for Future Occupants

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....*

Internal Living Space – room sizes and layout

- 11.3 The proposal has been assessed against the Council’s Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats. The guidelines set out minimum room sizes to which the rooms comply therefore ensuring appropriately sized rooms for future amenity.

- 11.4 In terms of layout, the units would be accessed off a common lobby/ common hallways with lift and stair access providing access between the floor levels. The units have been stacked so as to be compatible with one another. All of the units would have kitchens with their own source of external light, or with the open plan layout the kitchens would receive light from the adjacent living rooms. The rooms that would be in close proximity to the neighbouring wall of the building facing the High Street would be secondary windows and appropriate levels of light and appropriate outlook would still get to these units. As such, this is considered acceptable. All of the living rooms and most of the primary

bedrooms would have direct access onto private external balconies.

Amenity Space

- 11.5 The proposal is for a mix of one, two and three bedroom flats. Some of the flats would be able to accommodate up to four persons.
- 11.6 It is proposed that most of the units would have their own private balcony and that a common private amenity space would be provided.
- 11.7 The proposal would fall below the level of amenity space normally sought for one, two and three bedroom flatted schemes, as set out in the Council's guidance. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
- 11.8 It is considered that with the provision of private balconies and some communal space this would constitute an acceptable level of provision for this town centre site.

12.0 Traffic and Highways Issues

- 12.1 The NPPF states that :

“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 Under the proposal the site would have two car parking spaces while the current site has no car parking spaces. The Local Plan states that nil parking would be acceptable in a town centre location and as such the provision of two parking spaces would be in accordance with the approved parking standards and is considered to be acceptable for such a sustainable location.

12.5 Secure cycle parking provision is required at a ratio of slightly more than 1 secure space per flat (34 spaces). Whilst a cycle store has been shown at ground floor level it does not detail how many spaces would be provided and this can be dealt with by way of a condition.

12.6 The proposal is considered to comply with Core Policy 7 and will have no detrimental impact on highway safety.

13.0 Contributions

13.1 In this case, although the applicant has applied for planning permission for 30 units, 18 of them are being created by a change of use. The other part of the permission is for the creation of 12 new flats as a result of the building being extended. If they were applied for separately these 12 units would be below our threshold whereby contributions would normally be sought for affordable housing, education or open space.

13.2 As a result given the fact that it could go ahead without any requirements to make sec 106 contributions it is considered that a relaxation to planning policy can be made in this case and no affordable housing sought from the scheme.

14.0 Summary

14.1 The site occupies a sustainable location within the Town Centre Commercial Core Area which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to a sustained regeneration of the eastern end of the High Street and contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of seeking to concentrate higher density flatted schemes within the Town Centre area.

15.0 PART C: RECOMMENDATION

15.1 Delegate the planning application to Acting Planning Manager for the consideration of any outstanding consultation responses, finalising conditions and the Section 106 Agreement and final determination.

PART D: LIST OF CONDITIONS AND INFORMATIVES

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:

Drawing No. 032/001/110 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/111 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/112 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/113 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/114 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/115 B, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/200, dated Jan 2014, received 12/11/2014
Drawing No. 032/001/201, dated Jan 2014, received 12/11/2014

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 Local Plan for Slough 2004.

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 implement 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.

4. 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 type, density, position and planting heights of new trees and shrubs along the rear boundary. All new trees along the western boundary shall be semi-matures.

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 To protect the amenity of residents to the rear of the site and in the interests of the visual amenity of the area.

5. 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 To ensure the long term retention of landscaping within the development.

6. 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.

7. No part of the development shall commence until details of the secure cycle store have been agreed in writing by the Local Planning Authority and shall be constructed in accordance with the approved details and maintained thereafter.

REASON To provide sufficient infrastructure to allow convenient and accessible cycle parking to be provided on site to comply with the requirements of the Local Plan.

8. No part of the development shall be occupied until the details of the controlled entry to the residential scheme have been submitted to and approved in writing by the Local Planning Authority. The controlled entry shall be implemented in accordance with the approved details and maintained thereafter.

REASON To ensure the security of the future occupants of the development.

9. No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details 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.

10. Vehicle wheel cleaning facilities shall be provided and used at the site

exit for the duration of the demolition and construction period in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site.

REASON In the interests of amenity of nearby residents and highway safety.

11. 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.

12. For the duration of demolition and construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

13. For the period of demolition and construction, works which are audible at the site boundary shall only be carried out between the hours of 8.00 and 18.00 Monday to Friday, on Saturdays between the hours of 8.00 and 13.00 and at no time on Sundays or Bank Holidays.

REASON To safeguard the amenities of neighbouring occupiers.

14. 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.

15. 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.

16. 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.

17. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours 0800 to 1800 hours Mondays - Fridays, 0800 - 1300 hours on Saturdays and at no time on Sundays and Bank/ Public Holidays.

REASON In the interests of the amenities of the area.

18. 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, Submission Document, November 2007.

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.