

Registration Date:	07-Jan-2015	Applic. No:	S/00539/001
Officer:	Ian Hann	Ward:	Central
		Applic type:	Major
		13 week date:	8 th April 2015
Applicant:	Slough Borough Council		
Agent:	Ehsan Ul-Haq, ArchiGrace Limited 50, Two Mile Drive, Slough, SL1 5UH		
Location:	Car Park, Alpha Street North, Slough, SL1 1RA		
Proposal:	ERECTION OF THREE STOREY BUILDING WITH ROOMS IN ROOF SPACE TO PROVIDE 14NO FLATS (7 X 1 BED AND 7 X 2 BED) WITH ASSOCIATED CAR PARKING, CYCLE PARKING AND BIN STORE.		

Recommendation: Delegate to Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager for resolving outstanding highway and transport issues, completion of an undertaking to secure a future Section 106 Agreement finalising conditions 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 change of use of the existing car park to a residential scheme. The scheme would comprise:
- erection of a three storey building with rooms in the roof space to comprise 14 no. flats (7 no. one bedroom and 7 no. two bedroom flats).
 - new access, cycle parking and refuse storage.
- 2.2 The proposed building would consist of one block and would measure 24.5m deep by 14.6 wide. The building would consist of three stories with rooms in the roof space served by dormer windows and would have an eaves height of 8.5m and ridge height of 12.1m.
- 2.3 The proposed building would have almost entire site coverage with a small set back of between 1m and 1.5m to the eastern, northern and southern boundaries and between 3.2m and 1.2m to the western boundary. Private amenity space is proposed via balconies and ground floor terrace areas for most units.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto Alpha Street North leading to a lift and stair access providing access between the levels. Access to the cycle and bin store would also be from this entrance as well as the parking area. Parking would be provided for 9 cars and accessed from the existing access from Alpha Street North although 2 spaces would be accessed from Herschel Street.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:
- Design and Access Statement
 - Transport Statement
 - Noise Impact Assessment
- 3.0 Application Site
- 3.1 The site is rectangular in shape and is located to the north east of the junction of Herschal Street and Alpha Street North with frontages to both of these roads. The site was used as a short stay pay and display car park with 18 parking spaces with access

from Alpha Street North and mobility site.

3.2 The site is adjoined by:

- Three storey commercial/ office buildings and parking area (Pegasus Court) to the west;
- Commercial units and a vacant site that face onto High Street to the north;
- Alpha Street North and Herschal Street to the east and south respectively with mostly residential units beyond.

3.3 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 Planning permission was granted for the erection of a portable building to provide a mobility aids centre for disabled people in November 1996 (S/00539/000). A further building to act as an extension to the consented building was approved in May 1998 for a temporary period (P/10560/000) and was extended for further periods in December 1999, December 2004, July 2006, April 2009 and July 2011 and has now expired.

5.0 **Neighbour Notification**

5.1 25, 26, 27, 28, 34 Herschel Street, Slough

204-208, 210-216, 218-220, 222-224, 230-236, High Street, Slough

2a, 4, 8, 10, 12, 14, 16, 18, 19, 20, 21, 34 Alpha Street North, Slough

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**

Trip Generation

The trip generation for the proposed development proposal is expected to be significantly lower than the current use as a public car park.

Access

The plans need to be amended to show pedestrian visibility splay of 2.4metres by 2.4metres from the back edge of the proposed footway back into the development to ensure that vehicles egressing the car park can be seen by pedestrians and vice a versa. The existing bollards on the footway in front of the site will need to be removed and dropped kerbs provided for pedestrians on both sides of the access. .

A new vehicle access is proposed in the south western corner of the site to provide access to 2 parking spaces. The siting of these spaces are not considered acceptable and will need to be deleted from the proposal as the vehicles are likely to reverse out onto Hershel Street with very restricted visibility.

There is an existing footway (path public right of way) that runs along the western boundary of the site and this path is formed of two sections, that within the development site and that between the development site and the High Street. Both sections of the path will need to be stopped up. In order for the northern section of the path to be fully stopped up it will need to be gated and therefore the applicant will need to fund both the stopping up cost of £5,000 and the gating cost estimated at £2,000.

Car Parking and Car Park Design

Under the Slough Local Plan Parking Standards residential developments within the town centre can be provided with nil parking spaces, but as this is a minimum standard developers can if they choose to provide parking as in this case. Taking account of my comments above the developer will provide 7 parking spaces, which equates to 0.5 spaces per flat and this is considered acceptable.

However in order to protect the amenity of existing residents who live within this part of the town who have parking permits within existing resident parking schemes then occupiers of new residential developments should not be eligible to receive a permit for on street parking.

The undercroft car park must be designed in accordance with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011- 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays.

Slough Town Centre is a declared Air Quality Management Area (AQMA) and as part of measures to reduce air pollution in the town centre the Council is encouraging all new developments to future proof their parking areas such that electric vehicles can be charged in the bays. Therefore it is recommended that the developer should cable up each bay with simple 3 pin plug socket (most EV cars will come with a 3pin plug charging cable). This is akin to home charging – wall mounting plug sockets would be best. A point installed for each bay (this takes away issue of allocation and upgrading). A 3 pin standard slow charger will charge a car overnight (with approximate charge time of around 8 hours).

Cycle Parking

The cycle parking racks in the store as currently proposed are unacceptable and it is also considered that the cycle store is too small to adequately accommodate 14 cycles. The store can be extended to the boundary of the land to the west in line with the car park to create a larger store. Cycle parking could be provided by way of Sheffield racks sited at a 45 degree angle. This would remove the need for residents to lift bikes onto hanging racks.

Refuse Storage

The applicant will need to consider how they can achieve the 2.4m x 2.4m pedestrian

visibility splay at the access point. It would appear feasible to relocate the refuse store to space 'A' if this helped and it is noted that refuse could be slightly smaller – accommodating three eurobins rather than 4 to assist this if required.

Recommendation

Subject to the application being revised in accordance with the above comments and the applicant agreeing to enter into a S106 agreement and planning conditions (as detailed at the end of the officers report) I confirm that there is no objection to this application from a transport and highway perspective.

S106 Transport Schedule:

- £5,000 contribution towards stopping up of the two sections of public right of way
- £2,000 contribution to funding the gating of the public right of way north of the site
- Residents excluded from being eligible to apply for parking permits

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)
- H13 (Backland/ Infill Development)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- 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 Although these proposals would see the loss of a parking area this loss is considered to be acceptable due to the limited amount of parking that was provided and would also comply with policy with regards to there being no increase in parking within the Town Centre.

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.
- 9.4 The site is located on an important corner location within the borough and therefore the design and style of any development on this site will need to be of high quality to reflect the prominence and importance of the site.
- 9.5 The site is bordered to the west by the flank wall of a three storey office Pegasus House which has a hipped and pitched roof. The proposed residential building replicates the design of the neighbouring building with a pitched and hipped roof and front facing gable features. Therefore the building replicates characters and features of the neighbouring building and would respect the character and appearance of the surrounding area.
- 9.6 The building has been designed in a modern style using clean lines. A mixture of cladding (primarily brick and render) is again proposed to match Pegasus House 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. While the current plans shows a roller shutter door at the entrance to the car park it is considered that this provides a blank and dead appearance to the elevation and should be changes for gates and this should be amended. 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.

- 9.7 The proposed building has a mass and bulk which is again in keeping with Pegasus House and acts as a stop to the larger scale development to the west before the mass, bulk and height of development decreases to a more residential scale to the east. The mass scale and bulk of the development is therefore considered appropriate for the site and in keeping with the character of the area.
- 9.8 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 west boundary of the development site adjoins the office building at Pegasus Court and although there are some side facing windows facing onto the application site as this is an office building no protection should be granted to the building in terms of loss of light, privacy or overbearing impact.
- 10.5 The application site is positioned the opposite side of the road from residential properties in Alpha Street North and Herschel Street with a minimum separation distance of 12m. This also forms a traditional street scene arrangement so there will be no detrimental impact upon these residential properties.
- 10.6 The proposed development would have a separation distance of approximately 14m to the neighbouring site facing onto High Street. This site has planning permission for a four storey building and basement providing 3 no. retail units and 12 no flats. This development has angled bay windows facing onto the application site so there should be no real impact upon these buildings from the proposed development.
- 10.7 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 nearby residential properties 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. Two of the living areas would fall below the required standards by 0.06 sqm. Therefore most of the rooms comply with the minimum room standards and it would not be reasonable to refuse the application based on the minimal shortfall of the size of two living areas. Therefore the room sizes of the flats are considered to be acceptable. With regards to the accommodation within the roof space one of the kitchen and dining areas is served only by velux windows which while providing light does not provide a good source of outlook. However as this unit benefits from a separate living area with an appropriate form of outlook this is not considered appropriate to refuse the application on this basis. A further bedroom in the roof accommodation is also served by a velux window and an amendment has been sort to secure a better form of outlook for this room and members will be updated via the amendment sheet with regards to this amendment.
- 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. As such, this is considered acceptable.

Amenity Space

- 11.5 The proposal is for a mix of one and two bedroom flats. Some of the flats would be able to accommodate up to four persons.
- 11.6 It is proposed that all but 2 of the units would have their own private balcony or private amenity space. The ground floor private amenity space also provides a defensible space to the public footpath helping to provide appropriate amenity for future occupiers.
- 11.7 The proposal would fall below the level of amenity space normally sought for one and two 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 the provided levels of amenity space are at 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 The site has a total of 18 parking spaces on it at present. Under the proposal these spaces would be lost and there would be on-site parking provision for nine cars, although this would be reduced by a further three spaces subject to the changes requested by the Council's Transport Consultant. This complies with the Local Plan where nil parking is considered acceptable within a town centre site.

12.5 Secure cycle parking provision is required at a ratio of 1 secure space per flat (i.e. 14 spaces). Whilst a cycle store has been shown at ground floor level it currently needs to be amended so that appropriate space is provided and this can be dealt with by way of a condition.

12.6 These proposals would generate fewer trips than the current use and would not have any impact upon highway safety, subject to the appropriate changes being

made to the access and visibility splays being provided as outlined above.

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

13.0 **Contributions**

- 13.1 The proposal is just under the 15 unit threshold for affordable housing so there is no requirement for such contributions under this scheme.

- 13.2 A Section 106 Agreement will still be necessary as a contribution will be required to stop up the footpath and provide for gating at a total sum of £7,000 along with an agreement to exclude residents from applying for parking permits. As this is a Council scheme it will not be possible for the Council to have an agreement with itself and therefore such an agreement should be drafted and an undertaking secured from the Council's legal section to ensure that the Section 106 Agreement will be signed by any purchasers of the site.

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 the Planning Manager for resolving outstanding highway and transport issues, completion of an undertaking to secure a future Section 106 Agreement finalising conditions 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.146 PL-10_02 P6, dated 19/09/2014, received 19/12/2014
Drawing No.146 PL-11_01 P5, dated 19/09/2014, received 19/12/2014
Drawing No.146 PL-11_02 P4, dated 11/09/2014, received 19/12/2014
Drawing No.146 PL-11_03 P4, dated 11/09/2014, received 19/12/2014
Drawing No.146 PL-11_04 P5, dated 19/09/2014, received 19/12/2014
Drawing No.146 PL-11_05 P4, dated 19/09/2014, received 19/12/2014
Drawing No.146 PL-12_01 P4, dated 09/09/2014, received 19/12/2014
Drawing No.146 PL-12_02 P5, dated 19/09/2014, received 19/12/2014
Drawing No.146 PL-12_03 P5, dated 30/12/2014, received 31/12/2014
Drawing No.146 PL-12_04 P5, dated 19/09/2014, received 19/12/2014
Drawing No.146 PL-13_01 P4, dated 09/09/2014, received 19/12/2014

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. 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.

5. 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.

6. 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.

7. 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.

8. For the duration of 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

15. No other part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

16. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

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.
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. 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.
4. 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. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
5. 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.
6. 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.
7. 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.
8. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.