

Registration Date: 13-Apr-2015
Officer: Ian Hann

Applic. No: P/00218/027
Ward: Upton
Applic type: Major
13 week date: 13th July 2015

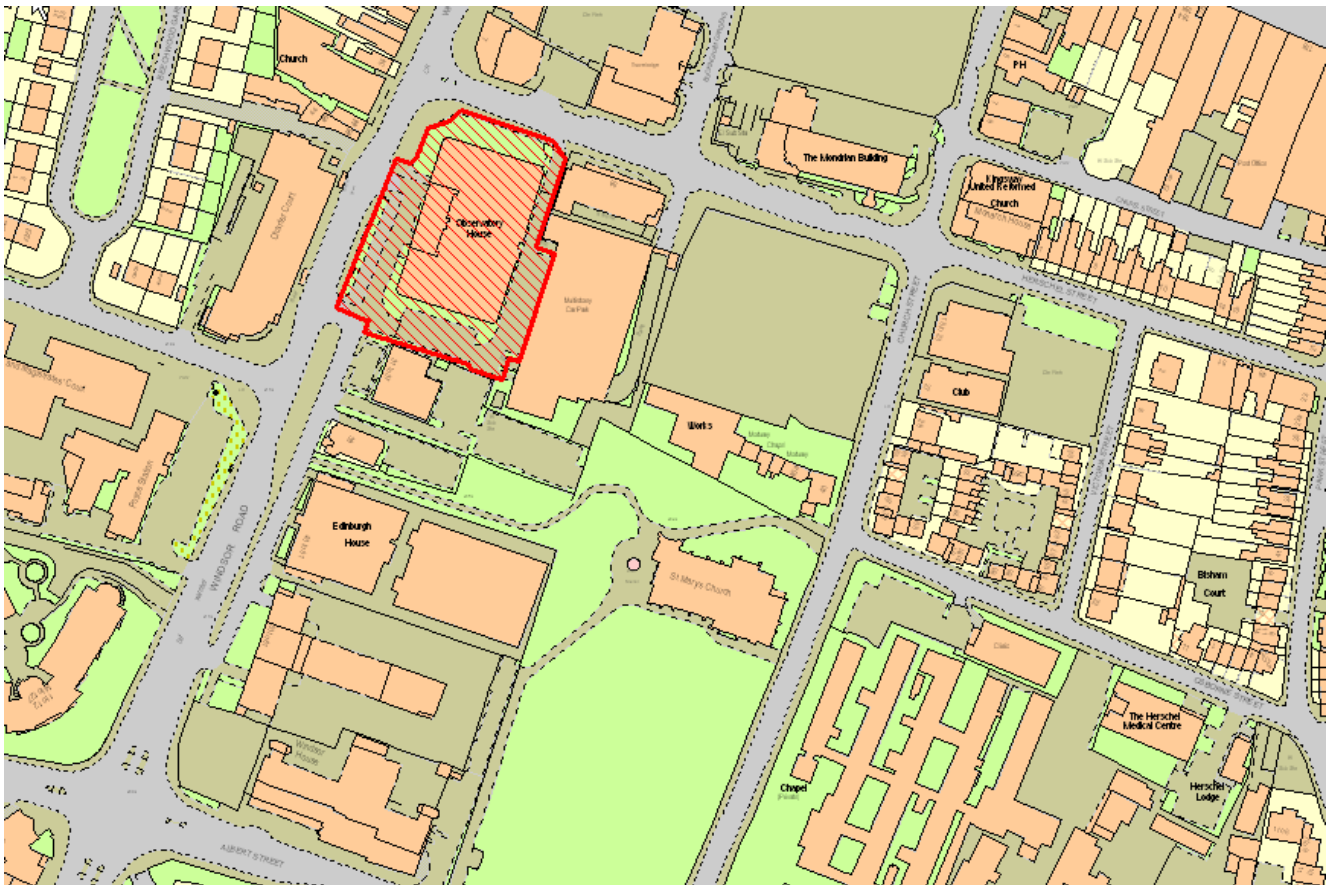
Applicant: Mr. Alexander Johns, Observatory House (Jersey) Ltd

Agent: Barry G Kitcherside, Chart Plan (2004) Ltd Mansard Cottage, 65, Stoneleigh Road, Limpsfield Chart, Oxted, RH8 0TP

Location: Observatory House, Windsor Road, Slough, Berkshire, SL1 2EY

Proposal: Recladding and refenestration of existing building and infilling and conversion of plant room to office space increasing office space by 1948sqm.

Recommendation: Delegate to Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Delegate the planning application to Planning Manager for the consideration of any outstanding consultation responses, minor design changes, completion of Section 106 Agreement, finalising conditions and final determination.

1.2 This application is to be decided at Planning Committee as it is a major development.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for the remodeling and refurbishment of the existing building to provide an updated high quality contemporary office building for single or multi occupancy and to provide an additional 1,948 sq. metres of office space.

2.2 The application is accompanied by plans showing the site location, site layout, elevations and floor plans. The following is also submitted:

- Planning Report
- Design and Access Statement
- Transport Note
- Workplace Travel Plan
- Noise Assessment
- BREEAM Statement

2.3 The plans that have been submitted shows that the footprint and the height of the building will not be increased apart from the provision of a screened plant area on the roof and the additional floor space will be created through internal alterations, including the removal of the large atrium that runs through all floors on the building.

2.4 The main element of the scheme is a complete redesign of the external appearance of the building. This would be achieved by taking the existing 1980's building back to the frame and replacing the cladding with clear glazing and curtain walling while squaring off of the building's chamfered corners, reconfiguration of the entrance and roof together with the incorporation of two new staircases to the side of the building. Plant for the office would be positioned on the roof. The finished appearance is considered by the applicants to result in a building which would be a contemporary, high quality, sustainable, publicly accessible building replacing the existing tired, outdated and visually poor building.

2.5 The development would be accessed by the existing access from Windsor Road. A total of 252 car parking spaces would be provided in the neighbouring multi storey car park and around the building, which is a reduction in 9 parking spaces from those currently on the site.

2.6 The site would be landscaped as existing with trees and planting to the Windsor Road and Herschel Street frontages and supplemented as required.

2.7 The existing Herschel Monument which is located within the site facing onto Herschel Street would not be affected by these proposals.

2.8 The proposed scheme is similar to one which was before Planning Committee in January 2015 and approved in May 2015 following the signing of a Section 106 Agreement. The main change is that the plant which was on the 5th floor of the approved scheme has been moved to the roof / 6th floor and the reclaimed area used for office space increasing the additional floor space from 1,438 sqm to 1948 sqm, an increase of 500 sqm. Additional windows have

also been provided to service this increase in floor space.

3.0 **Application Site**

3.1 The site is a rectangular site to the south east of the Windsor Road and Hershel Street junction. The site is currently occupied by a five storey flat roofed office building which is currently vacant and hoardings have been erected around it. The existing building is designed with mostly coloured glazing with a main recessed entrance, sculptured corners and mansard style roof with dormer windows.

3.2 The site is adjoined by commercial buildings to the north and west with a former commercial building to the south which has now been converted into residential accommodation and a multi storey car park to the east. The site is located within the Slough Town Centre Area but is not within the Shopping Centre Area, as defined in the proposals map for The Slough Local Development Framework.

4.0 **Relevant Site History**

4.1 Planning permission was granted for the erection of the office building with associated car parking and landscaping in December 1988 (P218/17) and since then the only planning applications have been submissions of details in relation to the permitted scheme and advertisement applications which have been permitted, apart from an application to fix solar film to windows which was approved in March 2009 (P/00218/025).

4.2 As stated above planning permission was approved for the re-cladding and re-fenestration of the existing building with internal alterations to increase the office space to 1,438 sqm in May 2015 (P/00218/026) upon which the current application looks to extend the floor space further.

5.0 **Neighbour Notification**

5.1 31-37, Charter Court, 44,46, 48, Windsor Crown House, Windsor Road

58, Travel Lodge, Herschel Street

Notice placed on site and published in local press.

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

6.0 **Consultation**

6.1 **Transport and Highways**

Consulted although no comments received to date. If comments are received these will be reported on in the 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 and technical guidance notes.

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 for 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.

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

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

Adopted Local Plan for Slough

- EN1 (Standard of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EMP2 (Criteria for Business Developments)
- T2 (Parking Restraint)

7.2 The main planning considerations are therefore considered to be:

- Principle of the redevelopment & land use
- Design and appearance
- Impact on adjoining sites
- Traffic and Highways Implications

8.0 **Principle of the redevelopment & land use**

8.1 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.

- 8.2 Core Policy 5 states that intensive employment generating uses such as offices will be located in the town centre in accordance with the spatial strategy.
- 8.3 Policy EMP2 (Criteria for Business Developments) states:
“Proposals for business developments will only be permitted if they comply with all of the following criteria:
a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;
b) it does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, over- looking, or overbearing appearance of the new building;
c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;
d) appropriate servicing and lorry parking is provided within the site;
e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;
f) the proposal incorporates an appropriate landscaping scheme;
g) the proposal would not significantly reduce the variety and range of business premises;”
- 8.4 The principle for the type of redevelopment is considered to be acceptable within the Slough town centre area as there is no change in the use of the site which is an existing office building and is acceptable and compatible with other surrounding uses.
- 8.5 No objections are raised to the principle of the redesign and increase in floor space of the existing office building in relation to the National Planning Policy Framework, Core Policy 5 or Local Plan Policy EMP2.
- 9.0 **Design and Appearance**
- 9.1 The National Planning Policy Framework states that *“great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*
- 9.2 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.
- 9.3 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.
- 9.4 The footprint of the building will remain the same as the current building and that which was previously approved so will not be out of keeping with the surrounding area within Windsor Road. Likewise the height of the building would be no higher than the existing building and will have no impact upon the character and appearance of the street scene. The plant will be relocated on the roof the building but will be set back from the front of the building and therefore would not be overly visible from the street. Although more plant would be in this

location than previously approved it will be screened, with further details to be secured via condition to ensure such screening would be appropriate. Existing planting would be retained and improved where required on the road frontages to help soften and break up the scale of the development.

- 9.5 The plans show that the building will retain its entrance on the Windsor Road frontage but will be moved to be in line with the front elevation, where it is currently recessed from the front elevation, and will be enhanced with a vertical column that will run down the front of the building to enhance the entrance. Retaining the existing entrance points is considered to be logical and would retain the Windsor Road frontage as being the main frontage, as previously set out in the previous approval.
- 9.6 Full details of the elevations and appearance of the building have been provided, and are the same as previously approved. The architectural style proposed for the development uses clean, simple lines and is modern in appearance. This fits in with the surrounding street scene where the buildings have many differing styles and appearances. The building would be finished in clear glazing with some curtain walling and would provide a modern looking office. The side elevations would be further broken up with the side stair case that is being installed and while in a different material this would provide a more interesting façade still in keeping with its surroundings and will have no detrimental impact upon the character of the area. Overall the design and appearance of the development is considered to compliment the other office buildings providing a high quality frontage to Windsor Road and that this would improve the appearance of the site from the existing tired looking building which is currently in situ.
- 9.7 The current design creates a modern box which adopts clean simple lines to achieve a contemporary appearance and one which maximises internal floorspace. While it is unfortunate that the detailing on the original building at the upper levels will be lost in favour of a simpler design and a “squaring off” with the resulting building appearing somewhat bulkier, although there is no overall increase in the height of the building, nor increase in the size of the footprint. Furthermore this has previously been considered acceptable as per the previous approval. The building maintains a vertical emphasis but loses the balancing horizontal emphasis at the upper levels which is apparent on the existing building created by the various set backs and use of mansard roofs. The central arch feature over the main entrance is reproduced in a simpler contemporary form.
- 9.8 The existing landscape setting around the site is being retained as is the existing Herschel Street Statue. The setting of the Herschel Street Statue will not be adversely impacted by the change in the building and additional planting around the statue could be secured via the landscaping condition in order to improve the setting of the statue.
- 9.9 The changes to the design and appearance of the building would not be out of keeping with the commercial nature of its surroundings and would add further to the gradual regeneration of the main Windsor Road frontage, which is one of the key entrances into Slough town centre. The existing building was constructed in 1980s and no longer meets the requirements of the modern office occupier, in terms of floor space, efficiency nor energy conservation and to this extent the modernisation and upgrading of the building is to be welcomed. The remodelled building will have more generous and usable footplates and more efficient floor to ceiling heights. However, as with any development, a successful remodelling and refurbishment will depend upon the quality of the external finishes, but which are shown to be of a high quality.
- 9.10 The design and appearance of the development is considered to be consistent with the relevant policies and government guidance.

10.0 **Impact on adjoining sites**

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

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

10.3 The proposed layout of the site would not have any further impact upon neighbouring properties than the existing building or the previous approval does as it will be the same mass and bulk as the current building. While windows would overlook the neighbouring site this is an existing situation which will not change or be worsened by the current proposals and there would be no impact upon the amenity of this building.

10.4 In terms of environmental effects, air conditioning and plant, would be on the roof of the building and a condition can be attached to any permission to require details of such equipment be agreed before its use to ensure that there is no impact upon the neighbouring residential properties in terms of noise and disturbance, in the same terms as the previous approval. A standard lighting condition can be attached to any permission to secure adequate lighting around the site.

10.5 The proposal is considered to be in accordance with Core Policy 8 and policy EMP2 of the adopted Local Plan.

11.0 **Traffic and Highways Implications**

11.1 Core Policy 7 (Transport) of the Slough Local Development Framework, Core Strategy 2006-2026, (Submission Document), requires that: *“All new development should reinforce the principles of the transport strategy as set out in the Council’s Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.*

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.*

There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.”

11.2 Policy EMP2 (Criteria for Business Developments) of the Local Plan states that: *“Proposals for business developments will only be permitted if they comply with all of the following criteria:*

- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*
- d) appropriate servicing and lorry parking is provided within the site;*
- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site”*.

- 11.3 It is proposed that the development would provide 221 car parking spaces in the neighbouring multi storey car park and 31 around the building itself which is an overall reduction of 9 parking spaces. To this end, the proposal is consistent with Council's policy of *no overall increase in the number of parking spaces permitted within the town centre commercial redevelopment schemes* (Core Policy 7) while still complying with the Council's adopted parking standards and be at the same numbers as previously considered acceptable in the extant permission. Additionally while the floor space will be increased as a result of these proposals the site is in a sustainable location close to the bus and rail station so the marginal loss of parking is considered acceptable in this location.
- 11.4 While there is a road widening line that runs along Windsor Road the land required is already within the highway and therefore does not need to be dedicated.
- 11.5 With the existing access being used it is considered that the proposals will have no adverse impact upon highway safety it will result in an increase in trip numbers and this was previously covered with a contribution being made towards the Windsor Road widening scheme and the use of a Travel Plan. The applicants have agreed to continue this approach and will uplift the contributions accordingly for the increase in floor space above that which was previously approved. Confirmation is being sort from the Council's Highways and Transport consultants that this is acceptable, along with other issues in the previous Section 106 Agreement including Real Time Passenger Information Screens, Travel Plans and electric charging points.

12.0 **Summary**

- 12.1 On the basis of the information provided it is considered that the proposals would not have a detrimental impact upon the character of the area, neighbouring amenity or highway safety and the application should be delegated to Acting Head of Planning for the consideration of any outstanding consultation responses, finalising conditions and final determination.

PART C: RECOMMENDATION

13.0 **Recommendation**

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

14.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

14.1 **CONDITIONS**

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

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

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

(a) Drawing No 050_010 C Dated 20/10/2014 Recd On 13/04/2015

- (b) Drawing No 050_011 B Dated 05/11/2014 Recd On 13/04/2015
- (c) Drawing No 050_012 B Dated 05/11/2014 Recd On 13/04/2015
- (d) Drawing No 050_013 B Dated 05/11/2014 Recd On 13/04/2015
- (e) Drawing No 050_014 B Dated 05/11/2014 Recd On 13/04/2015
- (f) Drawing No 050_015 C Dated 20/10/2014 Recd On 13/04/2015
- (g) Drawing No 050_016 B Dated 20/10/2014 Recd On 13/04/2015
- (h) Drawing No 050_017A Dated 20/03/2015 Recd On 13/04/2015
- (i) Drawing No 050_021 C Dated 20/10/2014 Recd On 13/04/2015
- (j) Drawing No 050_022 C Dated 20/10/2014 Recd On 13/04/2015
- (k) Drawing No 050_023 B Dated 20/10/2014 Recd On 13/04/2015
- (l) Drawing No 050_024 C Dated 20/10/2014 Recd On 13/04/2015
- (m) Drawing No 050_025 B Dated 20/10/2014 Recd On 13/04/2015
- (n) Drawing No 050_026 B Dated 20/10/2014 Recd On 13/04/2015
- (o) Drawing No 050_027 B Dated 20/10/2014 Recd On 13/04/2015
- (p) Drawing No 050_028 B Dated 20/10/2014 Recd On 13/04/2015
- (q) Drawing No 050_051 B Dated 20/10/2014 Recd On 13/04/2015
- (r) Drawing No 050_052 B Dated 20/10/2014 Recd On 13/04/2015
- (s) Drawing No 050_053 B Dated 20/10/2014 Recd On 13/04/2015
- (t) Drawing No 050_054 B Dated 20/10/2014 Recd On 13/04/2015

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. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking and re-enacting that Order) the total nett internal floor space of the building hereby permitted shall not exceed 9,564 sq. metres and no extension or alteration either external or internal, involving an increase in floor space above the approved 9,564 sqm including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of onsite parking.

6. The parking spaces and turning area shown on the approved plan shall be provided on site 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 Policy T3 of The Local Plan for Slough 2004.

7. The premises shall be used for Class B1 office use only and for no other purpose and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON : In order protect the employment uses of the area and to comply with Core Policy 5 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

8. No development shall be begun until details of the cycle parking provision of that phase (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 that phase of the development and shall be retained for so long as the development continues to be used for the purposes authorised by this permission.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Planning Policy Guidance 13: Transport (2001), Core Policy 7 of the Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008) and Policy T8 of the Adopted Local Plan for Slough, 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

9. The development hereby permitted shall not commence until details of the external plant (including siting) to be installed at the site for that phase have been submitted to and approved in writing by The Local Planning Authority. The plant shall be installed in accordance with the approved details prior to first occupation of that phase of the development.

REASON To protect 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.

10. All air conditioning, ventilation or other plant and machinery shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with Core Policy 8 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

11. Prior to the commencement of development a construction management plan and programme shall be submitted to and approved in writing by the Local Planning Authority. The construction management plan and programme shall include details of the following:

- Details of contractor parking available
- 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

The details as approved shall be fully implemented at all times for the duration of demolition and construction works.

REASON So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Adopted Local Development Framework, Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

12. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of 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 working hours, hours during the construction 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 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 Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

13. 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 or as otherwise may 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 Adopted Local Development Framework Core Strategy 2006-2026 (Development Plan Document, Dec 2008).

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

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

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

15. 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 to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

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

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

INFORMATIVE(S):

1. 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.