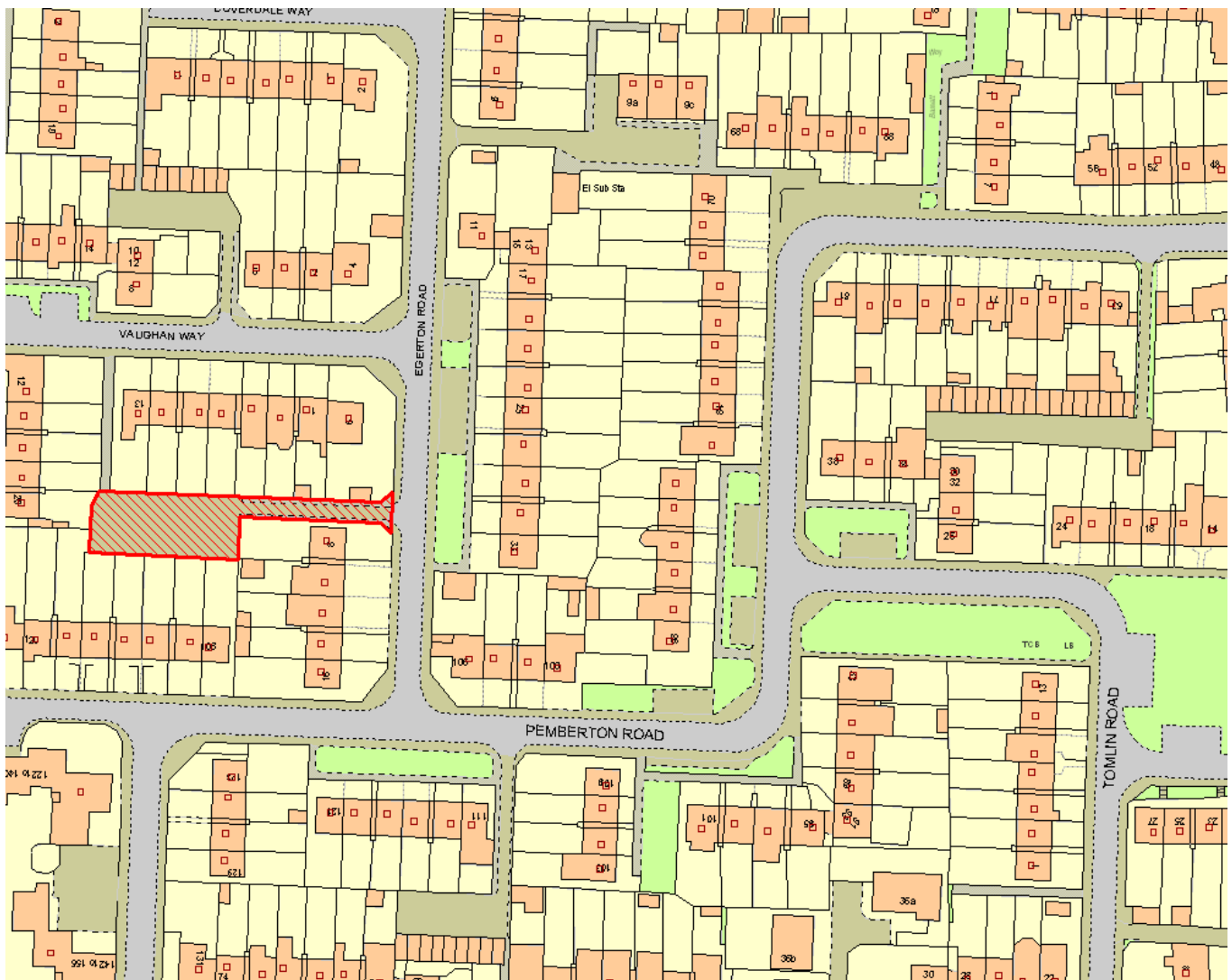


Registration Date:	18-Dec-2015	Applic. No:	S/00715/000
Officer:	Neetal Rajput	Ward:	Britwell and Northborough
Applicant:	Slough Borough Council		
Agent:	Mr. Stephen Reed, Kendall Kingscott Ltd Glentworth Court, Lime Kiln Close, Stoke Gifford, Bristol, BS34 8SR		
Location:	Former Lock-up Garage Court, R/O 8 Egerton Road, Slough, SL2 2ND		
Proposal:	Construction of 2no. pair semi detached houses (2no.bedrooms) with parking and amenity and associated works.		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 This application has been referred to the Planning Committee for consideration as the application has been submitted by Slough Borough Council Housing Department (Regulation 3 Application) and two objections have been received.
- 1.2 Having considered the relevant policies set out below and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval following finalising of conditions.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for construction of 2 no. semi-detached houses (2 no. bedrooms) with parking, amenity and associated works.
- 2.2 The proposed dwellings will measure 5m in width, 9m in depth and 8m in height with a gable roof. There will be the provision of four car parking spaces in total, with the provision of private amenity space. Access to the properties will be provided from the existing access from Egerton Road.

3.0 **Application Site**

- 3.1 The site is 0.05 hectares in area and is located off Egerton Road. The site is bound by two storey residential dwellings, fronting Egerton Road, Pemberton Road and Vaughan Way. The application site is a historic garage site designed for 12 garages, which were demolished and for the last few years the site has been securely fenced off.
- 3.2 The site falls outside of the town centre boundary. There appear to be no listed buildings on or near the site and the site is not located within a Conservation Area.

4.0 **Site History**

- 4.1 There is no relevant planning history.

5.0 **Neighbour Notification**

- 5.1 108, Pemberton Road, Slough, SL2 2LE, 7, Vaughan Way, Slough, SL2 2ND, 13, Vaughan Way, Slough, SL2 2ND, 118, Pemberton Road, Slough, SL2 2LE, 1, Vaughan Way, Slough, SL2 2ND, 112, Pemberton Road, Slough, SL2 2LE, 16, Egerton Road, Slough, SL2 2LB, 14, Egerton Road, Slough, SL2 2LB, 11, Vaughan Way, Slough, SL2 2ND, 12, Egerton Road, Slough, SL2 2LB, 10, Egerton Road, Slough, SL2 2LB, 8, Egerton Road, Slough, SL2 2LB, 5, Vaughan Way, Slough, SL2 2ND, 116, Pemberton Road, Slough, SL2 2LE, 20, Kestrel Path, Slough, SL2 2NB, 18, Kestrel Path, Slough, SL2 2NB, 16, Kestrel Path, Slough, SL2 2NB, 14, Kestrel Path, Slough, SL2 2NB, 12, Kestrel Path,

Slough, SL2 2NB, 110, Pemberton Road, Slough, SL2 2LE, 6, Egerton Road, Slough, SL2 2LB, 120, Pemberton Road, Slough, SL2 2LE, 33, Egerton Road, Slough, SL2 2LB, 31, Egerton Road, Slough, SL2 2LB, 9, Vaughan Way, Slough, SL2 2ND, 3, Vaughan Way, Slough, SL2 2ND, 114, Pemberton Road, Slough, SL2 2LE, 29, Egerton Road, Slough, SL2 2LB, 27, Egerton Road, Slough, SL2 2LB

- 5.2 There have been two objections received, these are summarised below:
1. Overlooking, loss of privacy and light.
 2. Generate more traffic to a road that you are only able to pass in single file due to parking.
 3. Objector's property looks out onto the garages and it looks like these semi are going to be built at end - do not need noise and anyone overlooking their gardens.
 4. If you have to build there why can't they be bungalows so that elderly people can live in them.

6.0 **Consultation**

6.1 Environmental Protection

- 6.2 Following consultation with Environmental Protection Department, conditions have been recommended with regard to noise and control of waste from demolition and construction phase, noise, site lighting and onsite refuse.

Relevant conditions relating to the proposal have been included.

6.3 Transport and Highways

- 6.4 Detail comments can be found in Section 11 of this report.

6.5 Thames Water

- 6.6 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.

6.7 Land Contamination

6.8 Reviewed the information submitted by the applicant, together with our database of potentially contaminated land sites.

Historical mapping indicates that there is no potentially contaminated land use associated with this site. However, the nearest off-site source of potential contamination is a former landfill site located within less than 30m to the west of the proposed development.

In addition, the proposed land use change from commercial/industrial to residential introduces a more sensitive receptor, which requires further investigation and risk assessment.

Given the above comments, recommended pre-commencement conditions have been included.

6.9 Lead Local Flood Authority

6.10 Sustainable drainage comments:

- Fluvial flood risk – no objections
- Surface water drainage – no objections.

All connections to the foul and surface water sewer must be agreed with Thames Water.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

The National Planning Policy Framework (2012) and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, Adopted December 2008

- Core Policy 1 – Spatial Strategy
- Core Policy 4 – Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment

The Local Plan for Slough, Adopted March 2004

- Policy EN1 – Standard of Design
- Policy H13 - Backland/Infill Development
- Policy H14 - Amenity Space
- Policy T2 – Parking Restraint

Other Relevant Documents

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map
- Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010.

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

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

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

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

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

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

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Potential impact on neighbour amenity;
- 4) Parking and highway safety;
- 5) Planning obligations;
- 6) Other matters.

8.0 **Principle of Development**

- 8.1 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a “golden thread running through both plan making and decision taking”. In respect of decision taking this means inter alia approving development proposals that accord with the development plan without delay.

Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals being:-

- Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk, the reuse of existing resources and the encouragement for using renewable resources
- Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value
- Actively manage patterns of growth to make the fullest possible use of Public Transport, walking and cycling, and focus significant development to locations which are or can be made sustainable.

At paragraph 49 in respect of delivering a wide choice of high quality homes it states that housing applications should be considered in the context of the presumption in favour of sustainable development.

- 8.2 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.
- 8.3 The principle of family sized housing is an acceptable concept in this area. The formation of a house on this location is considered acceptable and in fact accords with Core Strategy Policy 4, which actively encourages the use of locations such as the proposal site for the development of family sized housing:

“In urban Areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.

Within existing residential areas, there will only be limited infilling which will consist of family houses that are designed to enhance distinctive suburban character and identity of the area”.

- 8.4 The area is predominantly residential and able to accommodate residential development. The proposed development would contribute to the Council’s supply of family dwellings.

9.0 **Design and Impact on the Street Scene**

- 9.1 The National Planning Policy Guidance, in its overarching Core Planning principles state that planning should: *Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....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 Core Policy 8 states that *all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:*

- 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; and*
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.*

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.

- 9.3 Policy EN1 of the adopted Local Plan requires that *development proposals 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 water courses.*
- 9.4 The design of the proposed development is considered to be acceptable. It is modern but yet the materials and the height to the ridge have been conditioned to match the neighbouring property, No’s 112-114 Pemberton Road.
- 9.5 Furthermore, the form, scale, height and massing of the proposal is considered to be acceptable, for example the proposed roof form matches that of the

neighbouring properties and as such the development is considered to be in keeping with surrounding locality.

- 9.6 In this context, it is considered that the design of the proposal would be acceptable. Given the siting of the dwellings, they are bound by two storey residential dwellings and as such the proposed dwellings will not be seen from the street scene.

9.7 *Living conditions*

The full definition of a family house is contained within The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, and is as follows:

“A fully self-contained dwelling (with a minimum floor area of 76 square metres) that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses but not flats or maisonettes.”

The proposal complies with the above. Given the layout of the dwellings and their positioning, it is considered that each dwelling will receive reasonable aspect and would receive sufficient light.

9.8 *Amenity Provision*

The proposed garden area for the proposed dwellings is 8m in depth, this is in keeping with the Council’s guidelines for the provision of amenity space for a two bedroom property as outlined in the Supplementary Planning Document ‘Residential Extensions Guidelines’ and Policy H14 of the Adopted Local Plan for Slough, 2004.

With regard to the proposed development, the garden depth is only 8m as such Permitted Development Rights have been removed to prevent overdevelopment of the application site, this will ensure that the remaining amenity area is protected. As such the proposal is considered acceptable.

- 9.9 It is considered that the proposed development would comply with Core Policy 8 of the Core Strategy and Policies EN1 and H13 of The Adopted Local Plan for Slough.

10.0 **Potential Impact on Neighbour Amenity**

- 10.1 As previously stated within the National Planning Policy Framework, twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals and include that planning should:

- *Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.*

- 10.2 Core Policy 8 of the Slough Local Development Framework Core Strategy states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of

climate change. With respect to achieving high quality design all development will:

b) respect its location and surroundings.

- 10.3 Policy EN1 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of.....*relationship to nearby properties*.....
- 10.4 Impact to No's.8-16 Egerton Road:
The separation distance of 21m is required for proposed habitable rooms facing existing habitable rooms, the distance of over 25.2m is provided, as such the impact of the proposed development will be minimal in terms of overlooking or over dominance to the occupiers of the existing properties.
- 10.5 Impact to No's. 108 – 120 Pemberton Road:
With regard to these properties, the flank wall of the proposed dwellings will be fronting the habitable room windows, as such a minimum separation distance of 15m is required, and the proposal complies with this requirement. The proposed window in the flank elevation has been conditioned to be of obscure glass.
- 10.6 Impact to No's. 12 – 22 Kestrel Path:
With regard to the above properties the separation distance of 21m is required for proposed habitable rooms facing existing habitable rooms, the distance of 19.3m is provided, although there is a shortfall, the proposed development will only be 8m in height, it is considered that this will alleviate issues relating to sense of enclosure and over dominance. It is considered that the separation distance alone would not be a sufficient reason to warrant refusal.
- 10.7 Impact to No's. 1-13 Vaughan Way:
With regard to these properties, the flank wall of the proposed dwellings will be fronting the habitable room windows, as such a minimum separation distance of 15m is required, there is a shortfall of 0.4m, this is considered to be acceptable. It has been noted that there are no flank windows in this elevation at ground and first floor and the insertion of any new windows would require planning permission.
- 11.0 **Parking and Highway Safety**
- 11.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 11.2 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 11.3 Policy T8 of The Adopted Local Plan for Slough relates to Cycling Network and Facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle

parking racks and other facilities for cyclists as an integral part of the development. The Council's Highways & Transport Department have assessed this application and no objection is raised, detailed comments can be found below:

11.4 **Access**

The vehicular access for these properties is proposed at 2.4 m, with a 0.85m footway to one side of the road and a 0.25m service strip to the other side, therefore the total width of carriageway and footway is between 3.5m and 3.7m wide along its length. Of concern is whether the access road is wide enough to allow for a fire tender to reach the proposed dwellings.

The distance between the junction of Egerton Road and the front door of the two dwellings is between 41-44m to the front door but over 45m to the furthest extremities of the properties. I have raised this concern with the applicant's project manager, Mike Broom of Slough Borough Council, and he has forwarded me an email regarding a similar development in Mansel Close to which the Council has previously sought further advice from the Local Fire Safety Officer, John Ellis of Royal Berkshire Fire & Rescue Service. John Ellis advised on 21/12/15 that he had visited Mansel Close and he had found *"the access road is too narrow for an appliance to drive down. It cannot be widened due to the garden walls."* He advised that *"Would the appliance be within 45m of the furthest point in the houses? If not I would recommend domestic sprinklers in all the houses or just in the ones in excess of the 45 metres."* So from a highways perspective it would be acceptable to allow the development with a reduced access road width below that set out in Manual for Streets as set out above so long as the appropriate mitigation measures are implemented. Therefore this can be considered a Building Control issue rather than a Local Highway Authority issue.

Car Parking

11.5 Under the Slough Local Plan parking standard in a residential area, a minimum of 2 no. car parking spaces are required for dwellings with 2 no. bedrooms. Therefore 4 no. car parking spaces are proposed for the 2 no. dwellings as proposed; this is acceptable.

There is an error in the car park layout drawing – the 1m wide path needs to be located in front of the houses providing pedestrian access to the front doors. The drawing would need to be amended prior to determination to correct this oversight. An amended plans has been received to address this issue.

11.6 *Cycle Parking*

Cycle stores in the form of garden sheds are required for a proposed residential property. The application shows that there is a garden shed to the rear of the property large enough to accommodate a bicycle, therefore this is acceptable.

11.7 *Refuse and recycling*

The application shows details for refuse, recycling storage and green waste to the rear of the properties; this is acceptable. As the development is greater than 25m from the edge of the highway the applicant has marked a refuse

collection area on the plans. The refuse collection area is too small for the number of bins, but there is sufficient space on the adjoin private footway and therefore I am satisfied that this arrangement can work now that full consideration has been taken to the width of the access road for fire service access.

11.8 *Pedestrian Access*

The applicant should fund the implementation of dropped kerbs for pedestrian use on either side of the vehicular access. This will need to be secured through a planning condition.

There is an existing adopted path for pedestrian use to the site from the north, Vaughan Way, which previously provided access to the garages and there are also some pedestrian access gates from properties no. 12-18 Kestral Path that use this path to put out there bins on and they are collected from here. As the path will no longer provide access to the garage court I see no reason for the path to remain adopted and therefore I would recommend that the path is stopped up as public highway as part of this application and then it could be gated. The path would then return to the original landowner, which potentially could be SBC Housing and the landowner in turn could dispose of this land to the owners of 12-18 or retain the land for themselves. There are three main reasons to pursue this proposal:

- Firstly, from a maintenance and cleansing perspective there is no requirement for this path to remain adopted;
- Secondly, from a crime and anti-social behavior perspective if the southernmost 3-4m of the existing path became part of the garden to No. 18 Kestral Path then there would be no direct access to the new dwellings from this path and this would reduce the opportunity for uninvited access;
- Thirdly, it will also reduce the risk of uninvited access to the properties of 12-18 Kestral Path and 13 Vaughan Way as the path will be gated.

The applicant has agreed to the stopping up of the pathway.

12.0 **Planning obligations**

12.1 Given the nature of the proposal and in light of the comments received from consultees, there will be no S106, the Highway works required will be secured via a condition.

13.0 **Process**

13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

14.0 **Summary**

14.1 The proposal has been considered against relevant development plan policies,

and all other relevant material considerations.

- 14.2 It is recommended that the application be delegated to the Planning Manager for approval following finalising of conditions.

PART C: RECOMMENDATION

15.0 **Recommendation**

- 15.1 It is recommended that the application be delegated to the Planning Manager for approval following finalising of conditions.

16.0 **PART D: LIST OF CONDITIONS**

CONDITIONS / REASONS

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) Site Location Plan L(0)03, Dated 11/05/2015, Recd On 18/12/2015
- (b) Drawing No. L(0)113, Dated 11/01/2011, Recd On 18/12/2015
- (c) Drawing No. L(0)130, Dated 11/12/2015, Recd On 18/12/2015
- (d) Drawing No. L(0)20C Rev C, Dated 24/06/2015, Recd On 09/02/2016

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. All new external works of the proposed development shall be carried out in materials that match as closely as possible the colour, texture and design of the of the adjoining property (No.8 Egerton Road) at the date of this permission.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. The external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be carried out in materials that match as closely as possible the colour,

texture and design of the adjoining property (No. No.8 Egerton Road) at the date of this permission.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

5. No development shall 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. 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, other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings and site lighting
- (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 may otherwise be agreed in writing by the Local Planning Authority.

REASON: To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

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

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

7. Full wording TBC with Highways Officer

Prior to first occupation of the proposed development, the pedestrian path from Vaughan Way to the site and gate the path shall be stopped up.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 -

2026, Development Plan Document, December 2008.

8. *Full wording TBC with Highways Officer*

No part of the development shall be occupied until the altered means of access with dropped kerbs for pedestrian use has been sited and laid out in accordance with plans to be submitted to and approved in writing by the local planning authority 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, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

9. The height of the roof (including the ridge) of the proposed dwellings shall not exceed 8 metres in height.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

10. No windows, other than those hereby approved, shall be formed in the flank elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

11. The proposed windows in the first floor flank elevations of the proposed development as shown on Drawing No. L(0)113, hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m internal floor height) only.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

12. Notwithstanding the terms and provisions of the Town & Country Planning General Permitted Development Order 2015 (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D, E & F, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interests of design and amenity space in accordance with Policies EN1 and H14 of The Adopted Local Plan for Slough 2004.

13. The height of the garden store as shown on Drawing No. L(0)20B Rev B shall not exceed 2.5m in height.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

14. The bin storage shall be provided in accordance with the approved Drawing No. L(0)20B Rev B 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 refuse and recycling storage to serve the development.

15. Before the dwellings hereby approved are occupied, the boundary/enclosure details as shown on Drawing No. L(0)20B Rev B shall be erected along the site boundaries and the said boundary shall be maintained in its permitted form in perpetuity.

REASON To safeguard the visual amenities of the locality and the privacy and amenity of adjoining properties, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

16. Development works shall not commence until a Phase 1 Desk Study has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

17. Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination

present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

18. Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

19. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

INFORMATIVES:

1. 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.

2. 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.
3. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
5. 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.
6. 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.
7. The applicant is advised that with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

8. 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.