

Registration Date:	02-Feb-2016	Applic. No:	P/00522/021
Officer:	Neetal Rajput	Ward:	Central
		Applic type:	Major
		13 week date:	3 rd May 2016
Applicant:	Shital Thakkar, James Taylor Construction		
Agent:	Miss Stefanie Mizen, JLL 30, Warwick Street, London, W1B 5NH		
Location:	Bishops Road Car Park, The Grove, Slough, SL1 1QP		
Proposal:	Redevelopment to provide a 5-storey residential building comprising 24 units (Class C3) with associated landscaping and amenity space.		

Recommendation: Delegate to the Planning Manager for approval



*****SUPPLEMENTARY REPORT TO PLANNING COMMITTEE*****

Background

At the Meeting of Planning Committee on 27th April 2016, Members deferred the application to a future Committee meeting to allow further discussions with the Agent regarding affordable housing contribution. A copy of the Officer's Report to Planning Committee on the 27th April 2016 (Appendix A) is attached for information purposes.

Core Policy 4 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

The Developer Contributions and Affordable Housing (Section 106) Developer's Guide Part 2 (2008) states that the Council are prepared to accept a financial contribution for sites of between 20-24 dwellings. The contribution required will depend on:

- The total number of units proposed (15-19 units or 20 - 24 units);
- The size and type of units proposed (bedroom/flats/houses); and
- The notional number (30%), type and size of dwellings that would have been allocated for affordable housing if such housing were required on the site.

In this case of Bishops Road provides 24 units, comprising of 11no. 2-bed and 9no. 1-bed. There are also 4no. studio units proposed. The commuted sum required is £257,400 which summarised in the table below:

Unit Type	Full scheme	Number (at 30%)	Funding Shortfall	Total Funding Shortfall
studio (67% of 1 bed)	4	1	0	0
1BF	9	3	£39,600	£118,800
2BF	11	3	£46,200	£138,600
Total	24	7		

Total commuted sum payable

£257,400

The affordable housing contribution of £257,400 was agreed with Sharmina Jetha (Housing Development Team Leader).

The Developer Contributions and Affordable Housing (Section 106) Developer's Guide Part 2 (2008) identifies the type of units applicable to a financial contribution. Studio units are specifically absent from

this. The Applicant has confirmed that no additional contribution will be provided as they consider the proposal is policy compliant.

With respect to the previously approved application P/00522/020 in June 2015 for erection of 5 storey building comprising 19 residential units with associated landscaping and amenity space, it should be noted that a contribution of £200,000 was sought towards affordable housing. An Affordable Housing Viability Assessment was submitted with the application and the sum of £200,000 was considered to be acceptable. The Committee Report for application P/15599/001 in paragraph 13.1 stated that:

“The proposal is just over the 15 unit threshold and therefore provision for affordable housing is required. The viability statement that has been submitted states that no sums would be available for these contributions and this is currently being considered with the Council’s Asset Management advisors with further negotiations ongoing to secure a commuted sum for affordable housing on site. The statement that has been submitted covers both this and the adjacent Pechiney House site as they are both in the same ownership, which is not an uncommon practice when development viability is considered and progress will be reported on the Committee Amendment Sheet. In the event that this matter remains outstanding at the time of the Committee, Members agreement is sought that the application be delegated back to the Acting Planning Manager either for refusal or for further discussions.”

It is acknowledged that there is a significant uplift in property prices in Slough, however the proposal is policy compliant in terms of providing the required commuted sum as stated within the Developers Guide. As such it would be unreasonable to refuse this application on viability grounds. Through reviewing our policies, the affordable housing policy can be reviewed in the future, however at present these are the policies that we must consider when determining planning applications and cannot expect developers to pay an uplift in contributions to reflect market conditions.

The application is policy compliant and the sought contribution with respect to affordable housing is reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

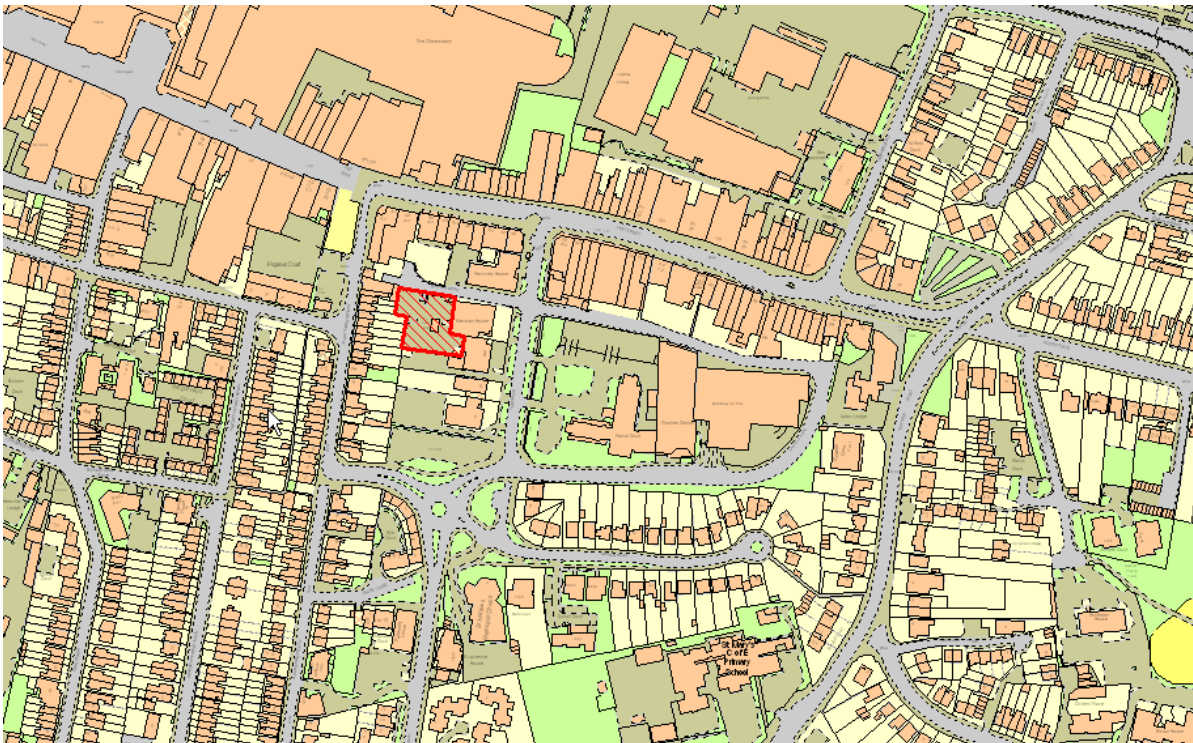
RECOMMENDATION

It is recommended that the application is to delegate the application to the Planning Manager for approval, following consideration of outstanding consultation responses, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

Appendix A

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1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Delegate the application to the Planning Manager for approval, following consideration of outstanding consultation responses, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the change of use of the existing car park serving Pechiney House to a residential scheme. The scheme would comprise:
- demolition and replacement of existing electric sub-station;
 - erection of a five storey building to comprise 24 no. flats (4 no. studios, 9 no. one bedroom and 11 no. two bedroom).
 - new access, cycle parking, refuse storage and landscaping.
- 2.2 The proposed building would consist of one block and would measure 24m deep by 23m (approx) wide. The building would consist of mostly five stories with a set down of three storeys at the western side, and would have a maximum height of 15.6m and has been designed with a flat roof.
- 2.3 The proposed building would be set away 4m from the northern boundary, 4m from the southern boundary, 3m from the western boundary and 2m from the eastern boundary. Private amenity space is proposed via balconies and more public amenity space in the north west and south east corners of the site.
- 2.4 The flats would be accessed via a secure communal entrance and corridor at ground floor level facing onto Bishops Road 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. No parking would be provided for the development.
- 2.5 The application is accompanied by plans showing the site location, site layout, elevations, floor plans and a Planning Statement.
- 2.6 There is currently an application on the Committee agenda for the extension and conversion of the neighbouring building at Pechiney House, which the Bishops Road car park used to serve and is in the same ownership but since the Bishops Road site has previously received planning permission to be developed for residential use are treated as separate units.
- 2.7 There has been a previous planning application (P/00522/020) approved last year for erection of 5-storey residential building comprising 19 units (Class C3) with associated landscaping and amenity space. The proposed development is similar to the approved scheme, the main difference is that there will be 5 additional flats and the height has been marginally increased by 0.4m.

3.0 Application Site

- 3.1 The site is rectangular in shape with a small dog-leg in the northwest corner and another in the southeast corner of the site. The site is 34m deep and the road frontage is 35m wide.

- 3.2 The site was used as a car park for the nearby Pechiney House, which is located on the north side of Bishops Road. There is an electrical substation building located roughly in the middle of the site. This would be relocated within the site as part of the scheme. Vehicle access to the site is currently via a barrier access located in the middle of the site frontage.
- 3.3 The site is adjoined by:
- three storey commercial/office buildings (Meridian House and 6-8 The Grove) to the east;
 - the rear car park serving No. 6 - 8 The Grove to the south;
 - the rear gardens of two storey residential properties (12 to 20 Alpha Street North) and two storey commercial properties (4 to 10 Alpha Street) to the west; and
 - Bishops Road to the north.
- 3.4 Directly opposite to the site on the opposite side of Bishops Road is another car park. The frontage of that site is curved and projects slightly further to the south than the rest of the street. The site opposite forms part of a larger site known as Bishops Court, 238-244, High Street for which planning permission was granted on 3rd January 2006 for conversion of upper floor office accommodation from offices (B1) to residential (C3) and construction of a five storey block of flats to provide 28 no. two-bedroom and 9 no. one-bedroom flats, with 15 car parking spaces. The five storey block of flats would be built right up to the boundary of the site with Bishops Road, and would site directly to the north of the proposal site. A minimum separation distance of 11.6m is proposed between the front of the approved five storey block of flats and the proposed block of flats.
- 3.5 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 Relevant applications for this site include:

- P/00522/005 – ERECTION OF RETAIL STORE & OFFICE BLOCK WITH CAR PARKING AT LAND SOUTH SIDE OF BISHOPS ROAD. Approved with conditions on 19-Jun-1985.
- P/00522/006 – ERECTION OF RETAIL STORE & OFFICES WITH CAR PARKING. (AMENDED PLANS DATED 29TH AUGUST 1985). Approved with conditions on 30-Sep-1985.
- P/00522/017 – ERECTION OF A PREFABRICATED STORAGE UNIT. Approved (Limited Period Permission) on 26-Jan-1990.
- P/00552/018 – CHANGE OF USE FROM CAR PARK TO RESIDENTIAL AND CAR PARK USE; DEMOLITION AND RELOCATION OF EXISTING ELECTRIC SUB-STATION; ERECTION OF PART FOUR/ PART THREE/ PART SINGLE STOREY BUILDING TO COMPRISE SIXTEEN NO. FLATS (SIX NO. ONE BEDROOM AND TEN NO. TWO BEDROOM FLATS), ON PODIUM AND SEMI-BASEMENT. BASEMENT TO CONTAIN TWENTY NINE NO. REPLACEMENT PARKING SPACES (INCLUDING ONE NO. DISABLED) FOR PECHINEY HOUSE; NEW ACCESS, CYCLE PARKING, REFUSE STORAGE AND LANDSCAPING. Approved with conditions on 22-Dec-2008
- P/00552/019 – APPLICATION FOR A NEW PLANNING PERMISSION TO REPLACE AN EXTANT PLANNING PERMISSION FOR CHANGE OF USE FROM CAR PARK TO RESIDENTIAL AND CAR PARK USE; DEMOLITION AND RELOCATION OF EXISTING ELECTRIC SUB-STATION; ERECTION OF PART FOUR/ PART THREE/ PART SINGLE STOREY BUILDING TO COMPRISE SIXTEEN NO. FLATS (SIX NO. ONE BEDROOM

AND TEN NO. TWO BEDROOM FLATS), ON PODIUM AND SEMI-BASEMENT. BASEMENT TO CONTAIN TWENTY NINE NO. REPLACEMENT PARKING SPACES (INCLUDING ONE NO. DISABLED) FOR PECHINEY HOUSE; NEW ACCESS, CYCLE PARKING, REFUSE STORAGE AND LANDSCAPING AS APPROVED UNDER PLANNING PERMISSION P/00522/018 DATED 22ND DECEMBER 2008. Approved with conditions on 09-Sep-2011. This permisison has not been implemented and has now expired. The current application is similar to the previous proposals in all respects and was previously approved by planning committee. The main differences relate to the submission of a site viability appraisal in relation to affordable housing contribution and the puplication of the National Planning Policy Framework which strengthens to position of supporting sustaibnable development.

- P/00522/020 – ERECTION OF 5 STOREY BUILDING COMPRISING 19 RESIDENTIAL UNITS WITH ASSOCIATED LANDSCAPING AND AMENITY SPACE. Approved with Conditions; Informatives 26-Jun-2015
- P00522/022 – SUBMISSION OF DETAILS OF CONDITION 3 (EXTERNAL MATERIALS), 4 (LANDSCAPING AND TREE PLANTING SCHEME), 5 (LANDSCAPE MANAGEMENT PLAN), 6 (MATERIALS - ACCESS), 7 (CYCLE PARKING), 9 (REFUSE STORAGE), 10 (ARCHAEOLOGICAL METHOD STATEMENT) AND 19 (EXTERNAL SITE LIGHTING) PURSUANT TO PLANNING PERMISSION P/00522/020 DATED 26TH JUNE 2015. Application is currently under consideration.
- P/00522/023 – SUBMISSION OF DETAILS OF CONDITIONS 11 (VEHICLE WHEEL CLEANING), 12 (CONSTRUCTION TRAFFIC), 16 (WORKING METHOD STATEMENT), 17 (WASTE FROM CONSTRUCTION) PURSUANT TO PLANNING PERMISSION P/00522/020 DATED 26TH JUNE 2015. Application is currently under consideration.

5.0 Neighbour Notification

5.1 Fidelio Software, 6-8, The Grove, Slough, SL1 1QP,

No's. 2 - 38, Alpha Street North, Slough, SL1 1RB,

254, High Street, Slough, SL1 1JU,
Orchard & Shipman, 256, High Street, Slough, SL1 1JU,
246, High Street, Slough, SL1 1JU, 250, High Street, Slough, SL1 1JU,
Manpower Plc, Beaufort House, 248, High Street, Slough, SL1 1JU, 2
42, High Street, Slough, SL1 1JU,
232a, High Street, Slough, SL1 1JU,

Flat No's. 1-4 Alpha Street North, Slough, SL1 1RB,

Alpha Arms, 26, Alpha Street North, Slough, SL1 1RB,
Glendale Securities Ltd,

Wernham Hoggs, 230-236, High Street, Slough, SL1 1JU,

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

244, High Street, Slough, SL1 1JU,
Peter Stuart, 8-10, Alpha Street North, Slough, SL1 1RB,
236, High Street, Slough, SL1 1JU,
234, High Street, Slough, SL1 1JU,

Computer Systems For Business Ltd, 12, The Grove, Slough, SL1 1QP,
Crisps Electrical Ltd, 4-6, Alpha Street North, Slough, SL1 1RB,
Barlows Tractor International Ltd, Bishops Court, 238, High Street, Slough, SL1 1JU,
Alliance & Leicester Plc, 240, High Street, Slough, SL1 1JU,
Construction Industry Solutions Ltd, 10, The Grove, Slough, SL1 1QP,
Campsie, 256, High Street, Slough, SL1 1JU,
Blue Arrow, 252, High Street, Slough, SL1 1JU,
40635, The Grove, Slough, SL1 1QP

Flat 1 - 14, Bishops Court, 238, High Street, Slough, SL1 1JU

There has been one objection letter received on 26th February 2016 and this is summarised below:

- The proposed area for development was specifically meant to be used as a parking for the business in the adjacent area. Bishops Road is also used as a service road for the high street shops. It is in constant use by delivery vehicles and does not have suitable or sufficient space for pedestrian movements.
- A five storey building crammed into this small area would not be aesthetically pleasing.
- All the residential properties in Alpha Street are only two storeys high – they would all be overlooked by this development behind them.

Local Planning Authority Response:

The above objection has been taken into consideration, the car parking was serving Pechiney House and this has been granted consent for residential use (P/00522/021). Consideration has been given to the design and further details are noted in the report. In terms of overlooking, this will be overcome by elevational treatment, by the implementation of obscure glass and splaying the windows away from the neighbours directly affected.

6.0 Consultations

6.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 9th February 2016. The application was advertised in the 26th February 2016 edition of The Slough Express.

Highways and Transport

6.2

No comments have been received to date, any comments will be reported on the Committee Amendment Sheet. With regards to the previously approved scheme it was considered that there were no material traffic, road safety or highway implications and there were no objections to the proposals from a transport and highway perspective.

6.3 Archaeological advisor

This response restates Berkshire Archaeology's submissions in response to the three previous approved schemes for this site (P/00522/018, P/00522/019 and P/00522/020).

This proposed development is of moderate scale. As the site lies within the northern extent of the Taplow Gravels, it has the potential to produce prehistoric remains. However little archaeological investigation has taken place in the vicinity and it is therefore difficult to assess the levels of survival of any archaeological deposits that might be present. Given the level of impact of the proposals, the archaeological implications of the proposed development should be taken into

consideration.

As the level of truncation of current and previous developments is unknown at this stage, Berkshire Archaeology would recommend a flexible programme of work to fit in with the assessment programme of the development. The results of geo-technical pits and boreholes, for example, can be used to inform a decision as to whether the level of impact is such that archaeological work, such as exploratory field evaluation, is appropriate or not.

Therefore, I recommend the inclusion of the following condition should permission be granted:

Condition:

No development may take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority.

Reason: The site is within an area of archaeological potential. A phased programme of archaeological work is required to mitigate the impact of development and record and advance understanding of any heritage assets that may be harmed or lost by the development.

6.4 Contaminated Land Officer

Historical mapping indicates that there are no contaminative land uses associated with the site. However, the proposed development is located within 250m of approximately ten Potentially Contaminated Sites. The nearest potential sources of contamination are four sites with Disused Tank Registry entries.

Given that the proposed development implies redevelopment to provide a residential building, the potential for volatile migration, from the above mentioned off-site sources, requires further investigation. This additional investigation should be carried out in order to demonstrate that the presence of a more sensitive receptor and significant increase in the exposure frequency will not pose any unacceptable risks to the human health receptors from the proposed development.

Pre-commencement conditions have been attached with respect to land contamination.

6.5 Thames Water

Waste Comments

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - *“Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”*.

REASON The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Water Comments

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.

6.6 **Environmental Protection**

The site is on the boundary of the Town Centre. The searches on our complaint system (Flare) show that there are no Environmental Health concerns except recent issues of fly tipping and the deterioration of the land.

Conditions have been recommended with respect to noise and waste disposal, the relevant conditions have been included within the draft conditions.

6.7 **Environmental Quality**

No representations have been received at the time of writing this report. Should any representations be received, they will included on the Amendment Sheet.

6.8 **Crime Prevention Design Advisor**

No representations have been received at the time of writing this report. Should any representations be received, they will included on the Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

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

In its overarching Core Principles the National Planning Policy Framework states 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..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.....To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document December, Adopted December 2008

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- 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, Adopted 2004

- 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)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)

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.

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and work has commenced.

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4
 Slough Local Development Framework Proposals Map
 Planning Guidelines for Flat Conversions, 1992 (Indicative Room Sizes)

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 and traffic issues
- S106 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 considering the fact that the building which the car park serves has prior approval to be converted into residential accommodation for which parking is not required under the adopted parking standards nor can it be made a requirement under the prior approval regulations. The loss of parking 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. In terms of the increase to provide 5 additional units, the total proposal will only provide 24 flats in total, this is not considered to be unacceptable in terms of density for a town centre site. It should be noted that there has been no change to the footprint of the building to accommodate more units but merely a change to the mix of units.

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" (Para 61).

"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 Bishops Road is a short cul-de-sac that runs parallel to the south side of High Street, Slough. The road is essentially a service road which provides access to the rear of No's. 230 – 256 High Street, including some parking for those properties and Pechiney House which is situated on the north corner of Bishops Road and The Grove. The subject site is on the south side of Bishops Road and is used currently as a car park.
- 9.5 The site is adjoined to the east by the blank flank wall of a three storey office Meridian House and then part of the back wall of the L-shaped office building at No'. 6-8 The Grove. There are a number of windows in the rear elevation of No. 6-8 The Grove. Pechiney House and Meridian House both have their main elevations facing towards The Grove.
- 9.6 The site is adjoined to the south by the projecting rear wing of the office building at No. 6-8 The Grove and the car park that serves No. 6-8. A close boarded wooden fence, approximately 1.6m high, exists along the southern boundary with the neighbouring car park.
- 9.7 The site is adjoined to the west by the rear gardens of the two storey terraced residential properties (No's. 12 to 20 Alpha Street North) and two storey terraced commercial properties (No's. 4 to 10 Alpha Street). A brick wall, approximately 2m high exists along the rear boundary with the residential properties (No's. 14-20). No. 4 Alpha Street North has a single storey rear extension that covers the whole of the rear of that site. No's. 8 and 10 Alpha Street North have single storey outbuildings built adjacent to their rear boundaries. The rear wall of the residential property at No. 12 is approximately 2.5m high.
- 9.8 The proposed building has been designed as a five storey flat roof building fronting Bishops Road and the blank flank wall of Meridian House, stepping down to three storeys facing the rear boundaries of No's. 14 & 16 Alpha Street North.
- 9.9 Meridian House and the office building at No. 6-8 The Grove are both three storey office buildings with hipped roofs. Meridian House has office accommodation in the roof space with dormers. The proposed five storey building with podium would therefore be slightly taller than both adjoining office buildings to the east although not significantly so and will not have a detrimental impact upon the character or appearance of the street scene. Likewise the building will not be overbearing or dominant on The Grove street scene.
- 9.10 The proposed building would be on the south side of Bishops Road and directly adjacent to residential properties on Alpha Street North. The building has been designed to step down along the western side boundary and would not appear noticeably taller than the two storey commercial and residential buildings on Alpha Street North. The main issue would be in terms of the impact on the living conditions of the adjoining residential properties. This is discussed further below.

- 9.11 The building has been designed in a modern style using clean lines. A mixture of cladding (primarily brick and cedar) is proposed to match Pechiney House together with the changes in fenestration to break up the mass of the building. Each of the apartments would have their own balcony and these would have glass balustrades. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre and in keeping with the character of the area.
- 9.12 Overall the design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene.

10.0 Impact on Residential Amenities

- 10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

- 10.2 Core Policy 8 states *“The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.*
- 10.3 Policy EN1 of the Local Plan requires that *“Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c)massing/Bulk, d)layout, e)siting, f)building form and design, g)architectural style, h)materials, i)access points and servicing, j) visual impact, k)relationship to nearby properties, l)relationship to mature trees and m)relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”*
- 10.4 The west boundary of the development site adjoins the rear gardens of residential properties on Alpha Street North (No's. 12 – 20). The proposed development on this side would be two stories at a height of 9m. A brick boundary wall of approximately 2m high runs along this boundary.
- 10.5 The proposals could be considered to be visually prominent, although it is considered unlikely that a refusal of the proposal on this ground alone would be sustained at appeal, particularly as:
- this is a town centre site where the Council policy is for high density housing,
 - given the separation distances being achieved between the proposed building and the rear of the Alpha Street properties (22m), the minimum separation distance required is 21m.
- 10.6 The proposed flats would maintain a separation distance of approximately 22m from the rear main walls of those dwellings, which is considered reasonable.
- 10.7 A Daylight and Sunlight Assessment was prepared by Eb7 and was submitted with the previous application package. The quality of daylight and sunlight amenity within the surrounding properties was assessed using the VSC, NSC and APSH assessments as recommended within the BRE document 'Site layout planning for daylight and sunlight'. The results of these assessments demonstrated that each of the surrounding residential properties will continue to receive good levels of daylight and sunlight beyond the level suggested within the BRE guide.

Overall it was considered that the developments' impact upon the surrounding properties is entirely in keeping with the intentions of the BRE and British Standard Guidance and reflective of conditions typically experienced in such urban locations. Given that the current proposals retain the existing approved envelopes, there will be no further impact in terms of daylight and sunlight on adjoining occupiers.

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

11.0 Living Conditions for Future Occupants

- 11.1 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:

"Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;*
- *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 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.*

Internal Living Space – room sizes and layout

- 11.3 The proposal has been assessed against the Council's Guidelines for Flat Conversions (1992) looking at the adequacy of the internal living spaces and the layout of the proposed flats. The guidelines set out minimum room sizes to which the rooms comply therefore ensuring appropriately sized rooms for future amenity. Therefore the room sizes of the flats are considered to be acceptable.
- 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. All of the living rooms and most of the primary bedrooms would have direct access onto private external balconies.

Amenity Space

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

It is considered that as each of the units would have their own private balcony and as additional communal space is proposed this would constitute an acceptable level of provision for this town centre site.

12.0 Traffic and Highways Issues

- 12.1 The NPPF states that :

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

- 12.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:
- Reducing the need to travel;
 - Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
 - Improving road safety; and
 - Improving air quality and reducing the impact of travel upon the environment, in particular climate change.
- 12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities

of adjoining residents and the visual amenities of the area.

- 12.4 The site has a total of 41 parking spaces on it at present. Under the proposal these spaces would be lost and there would be no on-site parking provision is being proposed for the residential units. This complies with the Local Plan where nil parking is considered acceptable within a town centre site. Furthermore planning permission has previously been granted for the change of use of the site from a car park into residential use and therefore the principle of loss of parking on this site has already been accepted.
- 12.5 Secure cycle parking provision is required at a ratio of 1 secure space per flat (i.e. 24 spaces). Whilst a cycle store has been shown at ground floor level it does not detail how many spaces would be provided and this can be dealt with by way of a condition.
- 12.6 The proposal is considered to comply with Core Policy 7 and will have no detrimental impact on highway safety.

13.0 **S106 Contributions**

- 13.1 Core Policy 4 of the Slough Local Development Framework Core Strategy states that for All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.
- 13.2 The proposal is over the 15 unit threshold and therefore provision for affordable housing is required, the Agent has agreed to the following contribution and this will be secured via a S106 Agreement.

Unit Type	Full scheme	Number (at 30%)	Funding Shortfall	Total Funding Shortfall
studio (67% of 1 bed)	4	1	0	0
1BF	9	3	£39,600	£118,800
2BF	11	3	£46,200	£138,600
Total	24	7		

Total commuted sum payable

£257,400

The contributions are considered to be reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

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 application to the Planning Manager for approval, following consideration of outstanding consultation responses, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

16.0 PART D: LIST OF CONDITIONS AND INFORMATIVES

1. Time Limit

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. Approved Plans

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

TBC

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

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 - access

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. Landscaping Details

No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the type, density, position and planting heights of new trees and shrubs along the rear boundary. All new trees along the western boundary shall be semi-matures.

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

REASON To protect the amenity of residents to the rear of the site and in the interests of the visual amenity of the area, in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

6. Landscape Management Plan

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, in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

7. Cycle Store

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

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

8. Secure By Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. The security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The approved details shall be implemented prior to first occupation of the proposed development.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

9. Refuse

No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site.

10. No Working Method Statement

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:

- (a) control of noise
- (b) control of dust, smell and other effluvia
- (c) control of surface water run off
- (d) site security arrangements including hoardings
- (e) proposed method of piling for foundations
- (f) vehicle wheel cleaning facilities shall be used at the site exit for the duration of the demolition and construction period.
- (g) 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. There shall be no deliveries to the site outside the hours 08:00 to 18:00 hours Mondays - Fridays, 08:00 – 13:00 hours on Saturdays and at no time on Sundays and Bank/ Public Holidays.

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 amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

11. Archaeological Works

No development may take place until the applicant has secured and implemented a phased programme of archaeological work in accordance with a written scheme of investigation (method statement), which has been submitted by the applicant and approved by the Planning Authority.

REASON The site is within an area of archaeological potential. A phased programme of archaeological work is required to mitigate the impact of development and record and advance understanding of any heritage assets that may be harmed or lost by the development.

12. External Lighting

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.

13. Drainage Strategy – Thames Water

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”.

REASON The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

14. Bay window

The bay windows in the western elevation of the development 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.

15. Balconies

The balconies on the western and third and fourth floor southern elevation of the development hereby approved shall be glazed with obscure glass 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.

16. Phase 1 Desk Study

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. Phase 2 Intrusive Investigation Method Statement

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. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

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. Remediation Validation

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. 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.

The applicant is requested to provide the proposed point of connection to the public sewerage system, and also to indicate how surface water flows will be disposed of.

The applicant is advised that 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.

1. 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.
2. 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.
3. 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.
4. 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.
5. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.

6. 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.