

**Registration Date:** 15-Apr-2016  
**Officer:** Christian Morrone  
**Applic. No:** P/02092/009  
**Ward:** Chalvey  
**Applic type:** Major  
**13 week date:** 15<sup>th</sup> July 2016

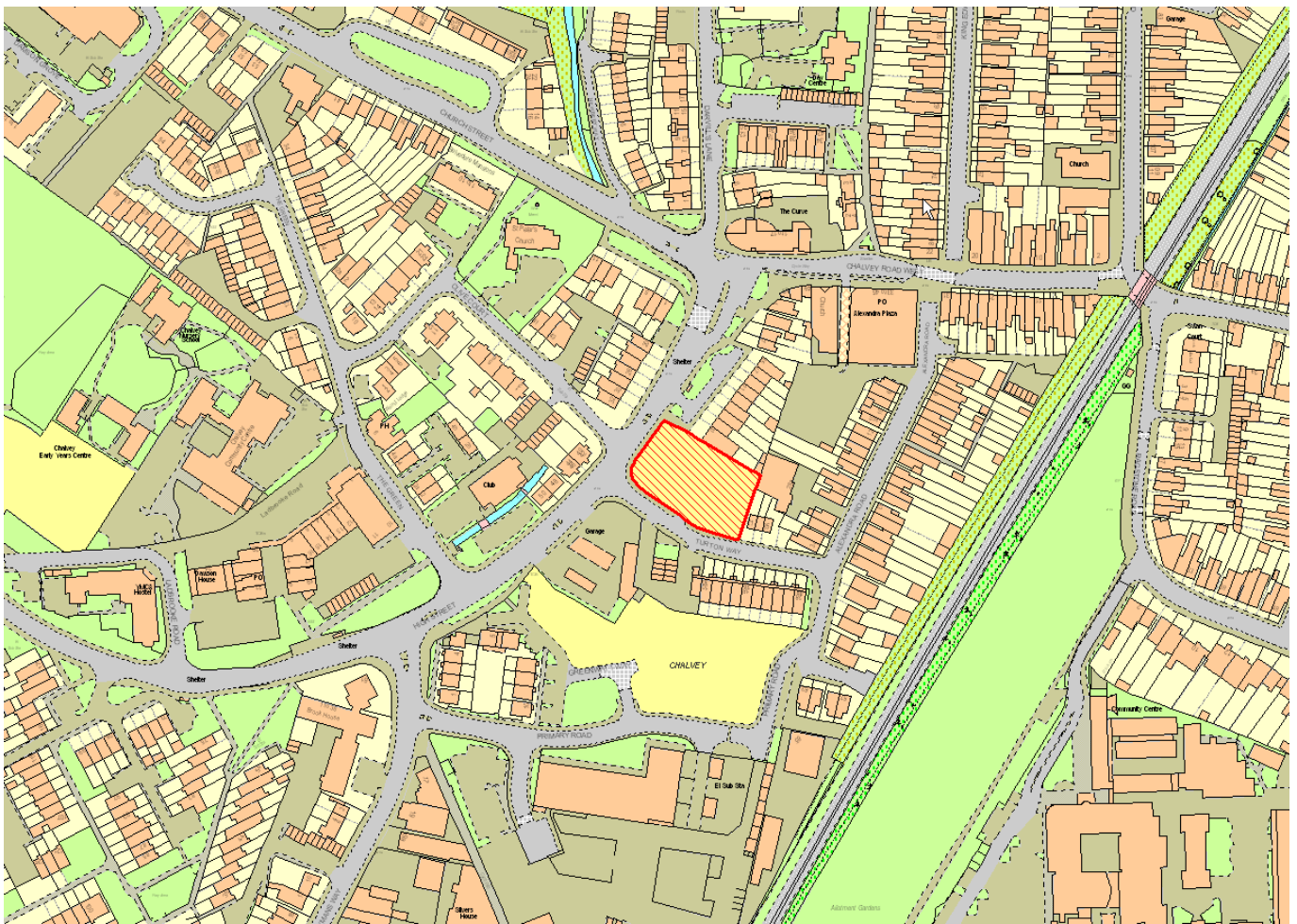
**Applicant:** Mr. Robert Harrison, HGR Management Ltd

**Agent:** Dominic Camegie, Godel Architects Godel Architects, LA Chasse Studio, LA Rue De La Vallee, St Mary, Jersey, JE3 3DL

**Location:** The Cross Keys, 35 High Street, Chalvey, Slough, SL1 2RU

**Proposal:** Construction of 7no. four bedroom three storey houses and 4no. three bedroom three storey houses with associated car and bicycle parking.

**Recommendation:** Delegate to the Planning Manager for approval.



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to consideration of any substantive objections, resolution of outstanding issues, completion of a Section 106 agreement, minor design changes, and finalising conditions.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development, in line with the scheme of delegation.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 This is a full planning application for the construction of 11 three storey dwellings. The site would consist of:
- 7 No. 4 Bed houses fronting the High Street, and 4 No. 3 Bed houses Turton Way.
  - New vehicular access from Turton Way to serve the Turton Way terrace.
  - The High Street terrace would utilise the existing vehicular access from the High Street.
  - Provision of 22 car parking spaces; 18 to the front of the High Street terrace, and 4 to the front of the Turton Way Terrace.
  - Cycle parking and bin storage to front of the dwellings.
  - Brick wall with railings western front and southern side of the High Street terrace.

### 3.0 **Application Site**

- 3.1 The application site is a corner plot located by the High Street and Turton Way junction. Part of the site is under the ownership of Slough Borough Council and once occupied a public house which is now demolished. The site remains unoccupied and hoarded off.
- 3.2 The site is close to Chalvey shops. Opposite to the south is the petrol station and Turton Way 3 storey flats. To the north is the flank of a 3 storey terrace; to the east 2 storey homes and the rear of an MoT garage. There are pay and display parking bays adjacent in Turton way with yellow line restrictions around the junction of Turton/High St.

### 4.0 **Relevant Site History**

- 4.1 P/02092/008 Erection of four three bedroom four storey houses and four two bedroom three storey houses with associated car and cycle parking.

Approved with Conditions; Informatives, 12-Jun-2015

P/02092/007 Application to replace extant planning permission p/02092/0006 for the demolition of the keys p.h and construction of four no. four storey, three bedroom and four no. three storey, two bedroom houses, with parking

Approved with Conditions; Informatives, 06-Jan-2012

P/02092/006 Demolition of the keys p.h. and construction of four no. four storey, three bedroom and four no. three-storey, two bedroom houses, with parking.

Approved with Conditions; Informatives, 28-Jul-2008

P/02092/005 Erection of single storey extension for dining and function room

Approved with Conditions, 24-Aug-1995

P/02092/004 Erection of rear conservatory

Approved with Conditions, 25-May-1995

P/02092/003 Retention of satellite dish on roof of back addition

Approved with Conditions, 23-Oct-1992

4.2 This site currently benefits from a recently approved planning permission for 8 houses. This application has not expired, and is therefore extant and can be fully built out.

4.3 This new planning application differs from the previous extant planning permission (ref. P/02092/008) in that the site area has been enlarged to accommodate the southwest corner by the High Street/Turton Road junction. The number of proposed houses has increased from 8 to 11. This application proposes a more traditional type of housing unit compared to the contemporary scheme previously approved.

#### 5.0 **Neighbour Notification**

5.1 18, Turton Way, Slough, SL1 2ST, 38, Turton Way, Slough, SL1 2ST, 12, Turton Way, Slough, SL1 2ST, 30, High Street, Chalvey, Slough, SL1 2SQ, 28, High Street, Chalvey, Slough, SL1 2SQ, 21, Turton Way, Slough, SL1 2ST, 21, High Street, Chalvey, Slough, SL1 2RU, 30, Turton Way, Slough, SL1 2ST, 31, High Street, Chalvey, Slough, SL1 2RU, 36, Turton Way, Slough, SL1 2ST, 40, High Street, Chalvey, Slough, SL1 2SQ, 42, High Street, Chalvey, Slough, SL1 2SQ, 29, High Street, Chalvey, Slough, SL1 2RU, 19, High Street, Chalvey, Slough, SL1 2RU, 23, Turton Way, Slough, SL1 2ST, 26, High Street, Chalvey, Slough, SL1 2SQ, 14, Turton Way, Slough, SL1 2ST, 17, High Street, Chalvey, Slough, SL1 2RU, 24, High Street,

Chalvey, Slough, SL1 2SQ, 27, High Street, Chalvey, Slough, SL1 2RU, 25, Turton Way, Slough, SL1 2ST, 15, High Street, Chalvey, Slough, SL1 2RU, 34, Turton Way, Slough, SL1 2ST, 22, High Street, Chalvey, Slough, SL1 2SQ, 10, Turton Way, Slough, SL1 2ST, 16, Turton Way, Slough, SL1 2ST, 44, High Street, Chalvey, Slough, SL1 2SQ, 46, High Street, Chalvey, Slough, SL1 2SQ, 25, High Street, Chalvey, Slough, SL1 2RU, 20, High Street, Chalvey, Slough, SL1 2SQ, 32, Turton Way, Slough, SL1 2ST, 23, High Street, Chalvey, Slough, SL1 2RU, 32, High Street, Chalvey, Slough, SL1 2SQ, 28a, Alexandra Road, Chalvey, Slough, Berkshire, SL1 2NQ, Murco Garage, High Street, Chalvey, Slough, SL1 2RU

[Officer Note: no comments have been received at this stage. Once comments are received they will taken into account and be included within the update sheet].

## 6.0 **Consultation Responses**

### 6.1 Thames Water

No comments received. Any comments received will be reported on the amendment sheet.

#### Environment Agency

No comments received. Any comments received will be reported on the amendment sheet.

#### Crime Prevention Design Advisor, Local Policing

No comments received. Any comments received will be reported on the amendment sheet.

#### Environmental Protection

No comments received. Any comments received will be reported on the amendment sheet.

#### Contaminated Land Officer

No comments received. Any comments received will be reported on the amendment sheet.

#### Tree Management Officer

No comments received. Any comments received will be reported on the amendment sheet.

#### Transport and Highways Development

No comments received. Any comments received will be reported on the amendment sheet.

## **PART B: PLANNING APPRAISAL**

## 7.0 **Policy Background**

7.1 The application is considered alongside the following policies:

### National guidance

- National Planning Policy Framework
- National Planning Policy Guidance

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.

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

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)

### Adopted Local Plan for Slough

- H13 – Backland/Infill Development

- H14 - Amenity Space
- EN1 – Standard of Design
- EN3 – Landscaping
- T2 - Parking

7.2 The main planning considerations are therefore considered to be:

- Principle of development
- Design, appearance and impact upon the street scene and local area.
- Design and Crime Prevention
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Highways and parking
- Landscaping and Impact on Trees
- Flooding
- Contaminated land

## 8.0 **Principle of development**

8.1 Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states that in urban areas outside the town centre, new residential development will predominantly consist of family housing. The Berkshire Strategic Housing Market Assessment has identified the need for family housing which reflects the disproportionate number of flats which have been completed in recent years as a result any development within the urban area should consist predominantly of family housing.

8.2 The Core Policy defines family housing as ‘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’.

8.3 The site is located in an urban area outside the town centre or shopping areas, and the proposed houses satisfy ‘family housing’ as defined by Core Policy 4. As such the principle of development is acceptable.

## 9.0 **Design, appearance and impact upon the street scene and local area.**

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 buildings .....housing 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** of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states:

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:

1. be of a high quality design that is practical, attractive, safe, accessible and adaptable
2. respect its location and surroundings
3. 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 requires:

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 surrounding area comprises a mix of residential and commercial uses. To the southwest on the opposing side of Turton Road is the BP petrol garage which is located within a defined Business Area and the Chalvey Sports and Social Club is further south west. To the northwest are a further number of mixed uses along the Chalvey Road West. The remaining locality is predominantly residential.

9.5 The 11 houses would be distributed into two separate terraces, comprising 7 No. 4 Bed houses fronting the High Street, and 4 No. 2 Bed houses fronting Turton Way. The High Street terrace would accommodate one parking space with bin store cycle parking to the front of each house on a driveway. The Turton Way terrace would accommodate four parking spaces with bin store cycle parking within a shared space to the front of the terrace. A further 11 visitor parking spaces would be positioned in a shared space to the front of the High Street terrace.

9.6 Each terrace would continue the established building lines to the front; however, in doing so, the southernmost dwelling in High Street terrace would be forward of the return building line in Turton Way. This relationship would be similar to the pattern of

development at the eastern end of Turton Way, by the junction at Alexandra Road. Here the corner house at 34 Alexandra Road also sits forward the building line in Turton Way. As the proposed scheme's relationship would be similar to this, no objections are raised in this instance.

- 9.7 The proposed houses would be three storeys in height. There are existing three storey dwellings adjacent to the site in the High Street and directly opposite to the site at the southwest in Turton Way, and therefore three storeys are acceptable in principle. The height of the houses would be higher than the existing terraces to each side in the High Street and Turton Way. However a higher scheme has been approved through the previously approved planning application (ref. P/02092/008) which remains extant and therefore can still be implemented. As such, a refusal due to excessive height would not be upheld at appeal. Therefore, no objections are raised regarding height.
- 9.8 The surrounding area consists of dwellings that vary in form, design, and materials. The proposed houses would incorporate two-storey elevations to the front, with further accommodation in the pitched roof form. To the rear of the houses in Turton Way, the form alters somewhat to provide a three storey elevation and reduced roof slope. The houses would adopt a traditional form to the front elevations that would fit in with character with the surrounding area.
- 9.9 The pattern of fenestration would be suitable, and the materials to the external fabric would include face brickwork to the ground floor, white render to the upper floors, and fibre cement slate roof tiles. Subject to the materials being high quality, the overall appearance of the proposed houses would be of a good standard and be compatible their surroundings. Appropriate conditions can be included to ensure the materials for the elevations, roofs, boundary, wall, and bike stores are of a high quality. In order to retain the acceptable form and design, conditions to withdraw permitted development rights of front porches and rear dormers can be included.

## 10 **Design and Crime Prevention**

### 10.1 **Policy EN5** of the adopted Local Plan states:

All development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.

- 10.2 The proposed scheme would include a 'dry egress route' between the two proposed terraces, which is required as part of the flood mitigation strategy. This could potentially provide for unrestricted, secluded access to the rear gardens of the proposed houses, with no natural surveillance and hiding places.
- 10.3 These issues could be addressed by requiring the access to be adequately gated and



be kept locked shut when not in use. This can be secured by appropriate conditioning.

11.0 **Impact on residential amenity**

11.1 **The NPPF** provides guidance on impact stating 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.

11.2 Concerns are raised over the relationship between the western end of the Turton Way terrace, and the rear of three of the proposed dwellings in the High Street terrace. The upper floor rear windows within the central house in the High Street terrace would provide some views into the rear garden area and rear windows of the end terrace house in the Turton Way terrace. However, this relationship has been approved through the previous scheme (ref. P/02092/008) which remains extant and therefore can still be implemented. As such, a refusal on this basis would not be upheld at appeal.

11.3 This relationship between the terraces would also result in a relatively small separation distance between the rear elevations in the High Street terrace (second and third houses up from the south) and the flank elevation of the Turton Way terrace. This measures between 9 metres (min) and 12 metres (max). Owing to the limited width of the flank elevation of the Turton Lane terrace, a degree of openness would be retained at each side that would provide an acceptable aspect from the rear facing windows and rear gardens in this instance. Furthermore, as this is a new development, this relationship would not be imposed on any existing occupiers. Taking the above into account, in this instance the proposal would not result in wholly unacceptable living conditions for the future occupiers in these two houses in the High Street terrace.

11.4 The Turton Way terrace would be positioned within close proximity of the existing occupied end terrace house in Turton Way (21 Turton Way). The area to the side of the 21 Turton Way is used as access to the rear garden area, and is therefore used mainly in a transient manner and the occupants would not suffer a prolonged overbearing impact. Therefore, the overbearing impact in this area alone would not result in unacceptable living conditions for the occupants of the neighbouring dwelling.

11.5 The Turton Way terrace would project beyond the rear elevation of the existing house at 21 Turton Way. The proposal would not encroach within 45 degrees of any neighbouring habitable windows; however the proposed terrace would project approximately 2.8 metres past the neighbouring rear elevation. This would result in a degree of overbearing in the rear neighbouring garden area. When taking into consideration the large private amenity area at the neighbouring property, the proposal would not result in an unacceptable overbearing impact to these external

areas as a whole.

- 11.6 In order to protect the privacy of the houses and gardens proposed in the Turton Road Terrace, conditions included to withdraw permitted development right for roof lights and dormers.
- 11.7 The proposals would set away from the remaining neighbouring properties by a distance ample enough to negate any neighbouring amenity issues.
- 11.8 Having regard to guidance given in the NPPF, no objections are raised in relation to the impact on neighbouring amenity subject to appropriate planning conditions being imposed.
- 12.0 **Living Conditions and Amenity Space for residents**
- 12.1 **The NPPF** which states 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.
- 12.2 The houses have been assessed in terms of room sizes and it is confirmed that the room sizes comply with the Council's approved guidelines for flat conversions, which although not strictly applicable to new build schemes, do nonetheless provide a reasonable rule of thumb.
- 12.3 The ratio of amenity space serving the houses has already been accepted through the previously approved scheme (ref. P/02092/008) which remains extant. As such, no objections are raised.
- 12.4 In order to retain an acceptable area of rear garden space, conditions are included to withdraw permitted development right of extensions and to only permit outbuildings under 25 cubic metres.
- 12.5 The High Street terrace would be consist of eight, four bedroom units, two bedrooms of which would be accommodated with the roof space to be served by roof lights. The applicant has confirmed the front bedrooms within the roof space would be served by roof lights positioned within 1.7 metres of the internal floor level. The applicant asserts this would provide a reasonable aspect and outlook for the future occupants. Dormer windows would provide a better the aspect and outlook from these bedrooms however; these would not be permitted due to their impact on the visual amenity of the street scene. Roof lights below 1.7 meters of the internal floor level are a compromise. The two main bedrooms at first floor level would provide acceptable aspect and outlook, and therefore, the proposed roof lights would not result in wholly unacceptable living conditions in this instance.

12.6 Due to overlooking issues from the rear of the High Street terrace, the rear bedrooms within the roof space would be served by roof lights positioned 1.7 metres above the internal floor level. These would provide for a limited aspect and outlook for these bedrooms. These are four bedroom units, and the two main bedrooms at first floor level would provide acceptable aspect and outlook. The proposed roof lights to the front bedrooms in the roof space would provide some aspect and outlook. The rear bedrooms in the roof space would not be considered the main bedrooms, (of which do have appropriate aspect and outlook). As such, a refusal on this basis would unlikely be upheld at appeal, and therefore the high level roof lights serving the bedroom area would be acceptable in this instance.

### 13.0 **Traffic and Highways Implications**

13.1 The previously approved scheme (ref. P/02092/008) provided for 2 spaces per dwelling which was deemed acceptable. It was found that there would be no traffic impact although a financial contribution and works agreement would be needed to change existing parking restrictions etc. and relocate the pay and display machine/bay affected by the access points. These items would be secured through a Section 106 Agreement.

13.2 The current proposal offers a similar ratio of parking spaces. The visitor parking spaces for the Turton Way terrace would be located to the front of the High Street terrace.

13.3 Having regard to the previous scheme, and the only difference in highways terms is an intensification of the site and additional parking spaces; no objections are raised as yet. At this stage, the conditions from the previous application can be included.

### 14.0 **Landscaping and Impact on Trees**

14.1 At this stage, the conditions from the previous application can be included. Once comments are received they will be included within the update sheet.

14.2 Having regard to the previous scheme, no objections are raised as yet. However, this is notwithstanding consultation comments that may bring to light issues that could change the Case Officer's recommendation.

### 15.0 **Flooding**

15.1 Having regard to the previous scheme, and the only difference in flood terms is three additional units and additional hard standing; no objections are raised as yet. At this stage, the conditions from the previous application can be included. However, this is notwithstanding consultation comments that may bring to light issues that could change the Case Officer's recommendation.

## 16.0 **Contaminated Land**

16.1 Having regard to the previous scheme, and the only difference in contaminated land terms is three additional units and additional hard standing; no objections are raised as yet. At this stage, the conditions from the previous application can be included. However, this is notwithstanding consultation comments that may bring to light issues that could change the Case Officer's recommendation.

## 17.0 **Section 106 agreement**

In previously approved scheme (ref. P/02092/008) a Section 106 agreement was entered into to secure financial contributions for:

- a) Traffic Regulation Orders Contribution
- b) Parking Meter Relocation Contribution

and a section 278 and/or section 38 of the Highways Act 1980 and/or section 111 of the Local Government Act 1972 for the following highways works:

- Temporary access point
- Installation of crossover / junction
- Reconstruct the footway fronting the application site (as necessary)
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications (as necessary)
- Drainage connections (as necessary)

Before planning permission is granted, the above Section 106 agreement would need to be completed in respect of this new proposal.

## 18.0 **Recommendation**

Having considered the relevant policies set out below, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **approval** subject to consideration of any substantive objections, resolution of outstanding issues, completion of a Section 106 agreement, minor design changes, and finalising conditions.

## 19.0 **PART D: LIST OF CONDITIONS AND INFORMATIVES**

Please note that this is not the final list of conditions and amendments may be made prior to planning permission being granted.

### 19.1 **CONDITIONS (to be finalised)**

1. Commence within three years

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:

Drawing Nos.

S01; Recd 19/04/2016

P01; Recd 19/04/2016

P02; Recd 19/04/2016

P03; Recd 19/04/2016

P04; Recd 19/04/2016

P05; Recd 19/04/2016

P06; Recd 19/04/2016

P07; Recd 19/04/2016

15089T-100; Recd 19/04/2016

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. Details and Samples of materials

Details of external materials and samples of elevations, roofs, boundary, wall, and bike stores to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the development 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. Bin storage

No development shall commence until details of the proposed bin store

(screening/enclosure/external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

#### 5. Surface water

Development shall not commence until details of surface water drainage have been submitted to and been approved in writing by the Local Planning Authority. No house shall be occupied until the drainage has been constructed in accordance with the approved details. The drainage system shall be retained and maintained thereafter.

REASON To prevent the risk of flooding in accordance with policy 8 of the Core Strategy 2006-26 (Development Plan adopted 2008).

#### 6. Cycle parking

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

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

#### 7. Landscaping Scheme

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

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. No house shall be occupied until its associated boundary treatment has been constructed in accordance with the approved details.

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

8. New access

No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy 7 of the Core Strategy 2006 - 26.

9. Closing up existing access

The development shall not be occupied until the existing access(s) to the site has been closed and reinstated as footway in accordance with the details to be agreed in writing by the Local Planning Authority.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Policy 7 of the Core Strategy 2006 - 26.

10. Hours of construction

During the demolition / construction phase of the development hereby permitted, no work shall be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with the objectives of Policy EN26 of The Adopted Local Plan for Slough 2004.

11. No raising of levels

Development shall not commence until details of existing site levels and finished levels of the frontage access, frontage parking area and access paths to front doors on the High St frontage have been submitted to and been approved by the

local planning authority. The frontage shall be laid out as approved.

REASON In the interest of flood prevention in particular part of the site is in flood zone 2/3 and any raising of ground levels above existing will result on flood water being displaced to other property.

#### 12. Time scale for the provision of parking

The parking spaces shown on the approved plan shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

#### 13. Removal of Permitted Development rights - outbuildings

Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development England Order 2015 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class E no buildings greater than 25 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size of property and location of the development.

#### 14. Removal of Permitted Development rights - extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any order revoking, re-enacting or modifying that Order), no extensions within Schedule 2, Part 1, Classes A of the Order shall be carried out without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size of property and location of the development.

#### 15. Removal of Permitted Development rights - extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any order revoking, re-enacting or modifying that Order), no development within Schedule 2,



Part 1, Classes B, C and D of the Order shall be carried out without the express permission of the Local Planning Authority.

REASON In the interest of retaining the visual amenity of the houses and to protect the privacy of the houses and gardens proposed in the Turton Road Terrace.

### **INFORMATIVE**

1. Section 106 Legal Agreement - The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 will need to be entered into with regards to the application hereby approved.
2. Highway Matters - 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 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.
4. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
5. The 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.
6. 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.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. Positive and proactive statement - In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments. 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.