

Registration Date:	26 th April 2016	Applic. No:	P/02418/036
Officer:	Christian Morrone	Ward:	Central
		Applic type:	Major
		13 week date:	26 th July 2016

Applicant: Mr B. S Khalsa

Agent: Mr. Prabh Singh, S9 DESIGNS 5th Floor, Hyde Park Hayes, 11 Millington Road, Hayes, UB3 4AZ

Location: 234-236 High Street, Slough, Berkshire, SL1 1JU

Proposal: Construction of rear extension at 1st & 2nd floor level. Formation of new mansard roof with front & rear dormers. Conversion of 1st, 2nd & 3rd floors into 11 residential flats (5no. studios & 7no. 1 bed flats) Window alterations to the upper floor of the front elevation.

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, consultation responses, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for approval subject to completion of a Section 106 agreement, and finalising conditions.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the of 12 self contained flats (7 No. 1 Bed and 5 No. studios). The site would consist of:
- Change of use to the existing upper floors from ancillary storage to residential flats/studios (C3).
 - Extension to enlarge the first and second floors, and additional third floor mansard with dormers, to create further residential flats/studios (C3).
 - Alternative window layout to the first and second floor front elevation.
 - Associated cycle store and refuse/recycling store to rear

3.0 **Application Site**

- 3.1 The application site relates to a three storey commercial building on the south side of the High Street. The ground floor is currently in use as a shopping unit, with the floors above appear to be used as storage. The form of the building comprises a three storey front elevation, with a monopitched roof slopping to the rear to over ground floor level. The surrounding area is commercial in nature, however, there are a number of residential dwelling to the south, in Alpha Street North.

4.0 **Relevant Site History**

- 4.1 P/02418/034 Change of use of first, second and third floors from class a2 (financial and professional services) to class c3 (residential) to provide 7 no. x two bedroom flats, 5 no. x one bedroom flats and 2 no. x studio flats. Retention of retail on the ground floor and conversion of part of existing entrance hall to form an additional small shop unit and erection of a secure cycle parking store.
Approved with Conditions; Informatives 02-Aug-2011 [Neighbouring 238 High Street]
- P/02418/031 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.
Approved with Conditions; Informatives 03-Jan-2006 [Neighbouring 238 High Street]

5.0 **Neighbour Notification**

- 5.1 Cookie Jar Ltd, 46b, The Observatory, High Street, Slough, SL1 1LE, 237, High Street, Slough, SL1 1BN, Spectacle Express, 1, The Observatory, High Street, Slough, SL1 1LE, 232a, High Street, Slough, SL1 1JU, Glendale Securities Ltd, 2, Alpha Street North, Slough, SL1 1RB, Wernham Hogg, 230-236, High Street, Slough, SL1 1JU, 2a, Alpha Street North, Slough, SL1 1RB, 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, Argos Distributors Ltd, 4, The Observatory, High Street, Slough, SL1 1LE, 240, High Street, Slough, Berkshire, SL1 1JU, Protuga Ltd, 2, The Observatory, High Street, Slough, SL1 1LE, Flat 1, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 13, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 14, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 11, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 12, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 10, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 4, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 9, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 8, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 7, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 3, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 6, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 2, Bishops Court, 238, High Street, Slough, SL1 1JU, Flat 5, Bishops Court, 238, High Street, Slough, SL1 1JU, 7, The Observatory, High Street, Slough, SL1 1LE, Totally Wicked, 238, High Street, Slough, SL1 1JU, Wilkinsons, 233-249, High Street, Slough, SL1 1BY

Neighbour letters were sent out on 12/05/2016. Further notification letters were sent out to the relevant individual commercial units opposite the site within The Observatory on 27/06/2016. The Consultation period closed on 18th July 2016, and no representations have been received.

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 11th April 2016. The application was advertised in the 20th May 2015 edition of The Slough Express.

6.0 **Consultation Responses**

6.1 **Transport and Highways Development:**

This application is for the construction of rear extension at 1st and 2nd floor level, the formation of a new mansard roof with front and rear dormers. This construction will create 12 no. residential flats; 5 no. studios and 7 no. 1 bed flats. The proposal will see the increase in floor area of 278m² and a change of use of 171m² of A1 space, which is currently being used as storage.

Trip Generation

This conversion of storage space to flats will result in an increase in 54 multi-modal trips to the site and therefore this additional trip impact should be mitigated.

Car Parking

The site is located in the Town Centre, the minimum parking standard is nil and therefore the proposal that no parking is to be provided for the residential use is acceptable. However the

owners/tenants of this development must be excluded from obtaining permits for on street parking. Please secure this requirement through a planning condition or alternatively through a S106 agreement.

Access

Service vehicles can access the property via Bishops Road via The Grove. This is acceptable.

Pedestrian access to the site can be achieved from both the High Street and from Bishops Road. However the door opening onto the High Street is considered to be too narrow and constrained by the adjoining shop front. I would recommend that the door opening is widened across the width of the corridor space. Also the applicant will need to ensure that the shop ware from the ground floor shop does not obstruct the pedestrian access to the flats. The main access to the flats should be from High Street as the pedestrian route to the rear access to Bishops Street is currently poor as there is no dedicated footway on Bishops Road. It is considered that the applicant should contribute to improved pedestrian facilities on Bishops Road as currently pedestrians would be unable to walk to the site on a continuous footway through the servicing area. The Local Highway Authority has secured some land from another developer on Bishop Road to assist the process of improving pedestrian facilities on Bishops Road, but it is considered appropriate that this developer also contribute to further improvement.

Cycle Parking

In accordance with the Local Developers Guide, a minimum of 1 no. secure cycle parking space is required per unit for residents; therefore requiring a minimum of 12 no. secure cycle parking spaces. The width of the individual stores should be enlarged to 0.9m each, the length should remain at 2m and they should be 2m in height. The cycle stores must be enclosed, covered and have a secure lockable door.

Refuse Store

The plan drawings show the location for the proposed refuse store for this application with 2 no. 1100 Eurobins. The location for the Eurobins and the individual cycle stores will need to swap in location so that the refuse store is sited as close to the collection area as possible. Leaving in its current location would result in a hiding place being created by the secondary door to the flats, which would be unacceptable in terms of security.

Recommendation

The following changes are required:

- to the design of the bin store and cycle parking as described above;
- amendments to the entrance door of the development to the High Street;

Subject to the applicant making the minor changes as requested and the securing the S106 contribution and associated conditions then no highway objection is raised. Revised drawings should be submitted prior to determination.

Officer response: the above changes have since been addressed by amended plans.

S106 Contribution

- Financial contribution towards improvements to pedestrian facilities on Bishops Road

- Residents of the development should be ineligible to receive on-street parking permits in any existing or future residents parking scheme;

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
- Core Policy 12 – Community Safety
- Adopted Local Plan for Slough
- H7– Town Centre Housing
- H11– Change of Use to Residential
- H13 – Backland/Infill Development
- H14 – Amenity Space

- S8 – Primary & Secondary Frontages
- EN1 – Standard of Design
- 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

8.0 **Principle of Development**

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

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

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

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

8.2 **Core Policies 1 and 4** of the Council’s Core Strategy supports high density flatted development within the Town Centre.

Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.

Core Policy 4 again emphasises that high density housing should be located in the Town

Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.

8.3 The **Local Plan** also recognises the value of locating residential development within the Town Centre. The site is an ideal location for high-density development, being located within walking distance of public transport services, shopping and leisure facilities and will further increase housing accommodation in the Borough. The principal of providing residential accommodation above shops in the Town Centre area is supported in planning terms and fully complies with the relevant policies of the Adopted Local Plan. It represents a sustainable form of development and encourages living in Town Centres, which contributes to maintain the vitality of the Town Centre.

8.4 There are no objections raised to the principle of providing additional residential accommodation in the Town Centre, in relation to the NPPF, Core Policies 1 and 4 of the Local Development Framework, Core Strategy Submission Document.

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 buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

9.2 **Core Policy 8** 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 is retail in character; however there are residential flats to the upper floors of the surrounding shopping units, and residential dwellings to the south. The existing building is three storeys in height to the front and single storey at the rear. The height at the front is consistent with the height of the neighbouring building to the west (222 High Street), and lower than the neighbouring to the east (238-240 High Street), which has a similar eaves height, but incorporates a mansard roof. The buildings on the opposite side of the High Street are either similar in height or higher than the existing application building.
- 9.5 The proposed extension at first floor and second floor level would be contained at the rear of the site and within the limits of the existing footprint of the building by infilling the existing space between each neighbouring building at first floor and second floor. As such, the rear extension would not appear incongruous or overly dominant.
- 9.6 The proposed mansard roof would be set back from the front elevation, and be lower in height than the existing mansard roof to the neighbouring to the east (238-240 High Street) and therefore would not be visually overbearing or dominant to an unacceptable degree.
- 9.7 The window alterations to the front elevation are required to facilitate appropriate internal environment for future residents. The proposed windows reflect the shape, style, and pattern of the existing windows, and would maintain the character of the front elevation. The proposed finishing materials to the elevations would match those used in the existing building. The materials used to finish the mansard roof would be slate tiles which can be submitted for approval to ensure they are an acceptable quality for the High Street.
- 9.8 In design, streetscene and impact terms no objections are raised in relation to the NPPF, Core Policy 8 or Local Plan Policy EN1.

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 flats would be accessed by a communal access from the High Street which provides the safest route for future residents. The cycle storage would be to the rear, within a secure cycle store. Amendments will be required fence and gate off the cycle store from the public realm.
- 10.3 Subject to amendments, it is considered the proposal would satisfactorily reduce the potential for criminal activity and anti-social behaviour and therefore comply with Local Plan Policies EN5.

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 There are a number of residential units to the south of the site in Alpha Street North. The

separation between these residential units would exceed 21 metres which satisfactorily mitigates any unacceptable overbearing or loss of privacy issues.

- 11.3 The separation between the application site and the buildings directly opposite on the High Street is approximately 19 metres. There do not appear to be any residential uses directly opposite on the High Street, however 261 High Street contains a residential use at first floor, but is further along to the east. 19 metres is short of the normally required separation distance of 21 metres between primary windows, however 19 metres is not untypical of a Town Centre situation and would not sterilise any future change of use opposite the application site.
- 11.4 Having regard to guidance given in the NPPF, Core Policy 8 or Local Plan Policies EN1 and EN2, 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 Room sizes are assessed against the Council's approved Planning Guidelines for Flat Conversions:

New Flat A (studio):	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	32.2 sq m	Y
New Flat B: (studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	32.2 sq m	Y
New Flat C: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	13 sq m	Y
Living/ Kitchen	20. 43 sq m	25 sq m	Y
New Flat D: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	13 sq m	Y
Living/ Kitchen	20. 43 sq m	22 sq m	Y
New Flat E: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	14 sq m	Y
Living/ Kitchen	20. 43 sq m	21 sq m	Y
New Flat F: (Studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	32.2 sq m	Y
New Flat G: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	13 sq m	Y
Living/ Kitchen	20. 43 sq m	25 sq m	Y
New Flat H: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	15 sq m	Y

Living/ Kitchen	20. 43 sq m	21 sq m	Y
New Flat I: (Studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	22 sq m	Y
New Flat J: (Studio)	Minimum Area:	Proposed Area:	Complies?
Living/Kitchen/Bed	31. 67 sq m	28.55 sq m	N
New Flat K: (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	12 sq m	Y
Living/ Kitchen	20. 43 sq m	24 sq m	Y
New Flat L (1 Bed)	Minimum Area:	Proposed Area:	Complies?
Bedroom 1	11.14 sq m	15 sq m	Y
Living/ Kitchen	20. 43 sq m	21 sq m	Y

12.3 As can be seen from the above table, all flats, other than, 'Studio J', comply with the minimum room sizes as set out in the Council's approved Planning Guidelines for Flat Conversions. Owing to the acceptable size of the remaining 11 units, and the fact the 'Studio J' is relatively close to meeting the Council's guidelines (a shortfall of 3.12 sq m), the undersized unit would not warrant a reason to refuse the development as a whole.

12.4 The layout of the flats is such that all principle habitable rooms serving the individual units, including those at third floor level contained within a mansard roof, would have good aspect, including daylight and sunlight. Non habitable rooms including bathrooms and kitchens do not benefit from natural aspect, but no objections are raised in this respect.

12.5 External noise could arise from the streets on both sides of the application site, possible noise from the air conditioning plants serving adjoining buildings and internal noise between flats. The first will require such measures as double-glazing and potentially trickle ventilation. A suitably worded planning condition will be imposed to ensure that this requirement is met. The second will require adequate sound insulation measures. This will be covered at the Building Regulations stage and a suitably worded informative will be imposed.

12.6 The proposal is considered to be in accordance with the requirements of the NPPF.

13.0 **Traffic and Highways Implications**

13.1 The relevant policies in terms of assessing traffic and highway impacts are Core Policy 7, Local Plan Policy T2 and the adopted parking standards.

13.2 Core Policy 7 requires that development proposals will 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, improving air quality and reducing the impact of travel upon the environment.

13.3 Local Plan Policy T2 requires residential development to provide a level of parking to its location, which are defined with the Parking Standards set out in Appendix 2.

- 13.4 As the site is located within the defined Town Centre, the proposal does not include any provision for vehicular parking, which is in accordance with Council's Parking Standards. The proposal would provide 12 secure cycles parking sheds, and is therefore in accordance with the Council's Parking Standards.
- 13.5 Due to the positioning of public car parks to the southeast of the site, the rear entrance would likely be used significantly more than existing. The Highways Authority has requested a financial contribution towards improvements to pedestrian facilities on Bishops Road, to provide an acceptable degree of safety for future residents.
- 13.6 At the time of writing this report, the applicant is yet to agree to this contribution. Progression on this matter can be included on the update sheet.
- 13.7 Subject to the above, no objection is raised in terms of transport or parking. The proposal is considered to be inconsistent with Core Policy 7 of the Local Development Framework Core Strategy and Policy T2 of the Adopted Local Plan.

14.0 **Section 106 Agreement**

- 14.1
- No affordable housing is sought as the number of units is below the threshold
 - Financial contribution towards improvements to pedestrian facilities on Bishops Road
 - Residents of the development should be ineligible to receive on-street parking permits in any existing or future residents parking scheme;

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

15.0 **Summary**

- 15.1 Having considered the relevant policies set out below, consultation responses, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager for **approval** subject to completion of a Section 106 agreement, and finalising conditions.

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.

16 **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.

(a) 234HS/12112015/REV-G-1, Dated 20/06/2016, Recd 14/06/2016

(b) 234HS/12112015/REV-G-2, Dated 20/06/2016, Recd 14/06/2016

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

Prior to the commencement of development, samples of the external roof tiles shall be submitted to and approved in writing by the Local Planning Authority 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. Noise Insulation for Flats

Prior to the commencement of development a scheme for protecting the proposed flats from noise has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the scheme shall be completed before the flats are occupied.

REASON: To ensure adequate mitigation against external noise level in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development plan Document December 2008

5. Cycle Parking

The cycle 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.

6. Secured By Design

Prior to occupation, 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. Security measures in line with the principles of Secured by Design are to be implemented following consultation with the Thames Valley Police.

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.

7. Pedestrian access

The pedestrian access to the development from High Street shall be kept free of obstruction and be available for use by residents of the development at all times.

REASON: In the interest of pedestrian safety

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. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
3. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
4. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
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. 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.