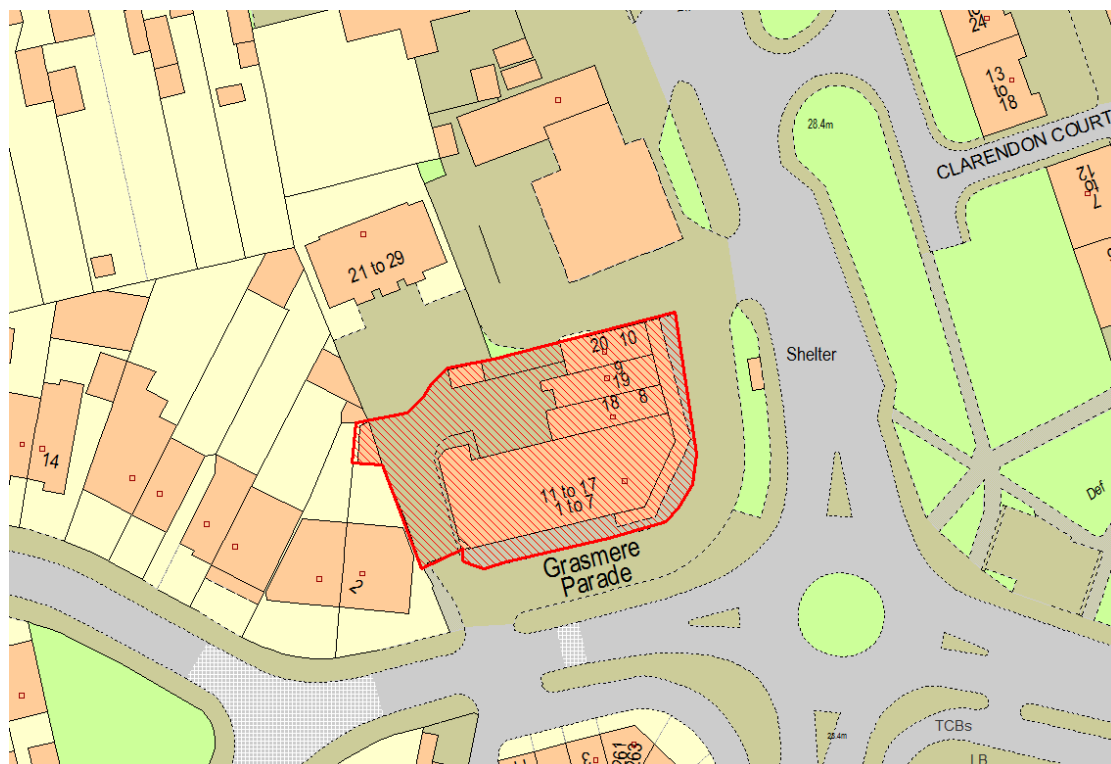


Registration Date:	23-Sep-2016	Application No:	P/01028/035
Officer:	Christian Morrone	Ward:	Elliman
Applicant:	D & V Property & Investment Ltd	Application Type:	Major
		13 Week Date:	23 December 2016
Agent:	Neil Oakley, Danks Badnell Architects Ltd King Stables, 3-4 Osborne Mews, Windsor, SL4 3DE		
Location:	Grasmere Parade, Slough, SL2 5HZ		
Proposal:	Replace existing mansard roof with new mansard roof to accommodate 9No. 2 bed duplex flats, and 2No.1 bed flats. Conversion of existing 10No. duplex flats into 9No. 1 bed flats and 1No. studio flat. Infill existing inverted southeast corner with curved frontage to 1st floor, 2nd floor and re-cladding of existing elevations and re-formation of existing widows and door, and addition of balconies. Replace existing stairwells at to the rear at each end of the building with enclosed stairwells. Cycle store to the rear of the site.		

Recommendation: Delegate to the Planning Manager for approval



P/01028/035

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 further substantive objections or requirements from the Contaminated Land Officer, the Crime Prevention Design Advisor, the Environment Agency, 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:

- Replace existing mansard roof with new mansard roof to accommodate 9No. 2 bed duplex flats, and 2No.1 bed flats.
- Conversion of existing 10No. duplex flats into 9No 1 bed flats and 1No. studio flat.
- Infill existing inverted southeast corner with curved frontage to 1st floor, 2nd floor and re-cladding of existing elevations and re-formation of existing windows and door, and addition of balconies.
- Replace existing stairwells at to the rear at each end of the building with enclosed stairwells.
- Cycle store to the rear of the site.

3.0 Application Site

3.1 The application site is located within the shopping parade on the corner of the Wexham Road and Kendal Drive junction and within a shopping area boundary as defined by the Adopted Local Plan for Slough. The site currently has a Tesco Express and other retail units at ground floor and 10no. two-bedroom duplex flats on the first and second floors. A garage court is located on the north -western corner of the site, but these spaces are not allocated to the flats.

4.0 Relevant Site History

- 4.1 P/01028/027 Construction of a mansard roof to change 10 no. Two bedroom flats into 10 no. Three bedroom flats, with additional windows and balconies constructed to elevations.
Approved with Conditions; Informatives 13-Oct-2006 (Not Implemented)
- P/01028/019 Demolition of lock up garages and the erection of three storey residential block comprising of nine units:- four no. 2 bed flats and five no. 1 bed flats, and associated parking
Approved with Conditions; Informatives 23-Jun-2004

5.0 **Neighbour Notification**

- 5.1 7, Grasmere Avenue, Slough, SL2 5JD, 5, Grasmere Avenue, Slough, SL2 5JD, 27, Grasmere Avenue, Slough, SL2 5JD, 6, Kendal Drive, Slough, SL2 5JB, 20, Kendal Drive, Slough, SL2 5JB, 255, Wexham Road, Slough, SL2 5JT, 253, Wexham Road, Slough, SL2 5JT, 1a, Kendal Drive, Slough, SL2 5HT, 12, Kendal Drive, Slough, SL2 5JB, 16, Kendal Drive, Slough, SL2 5JB, Post Office, Upton Lea Post Office 2-4, Mirador Crescent, Slough, SL2 5JX, Arthur Prince, 10, Mirador Crescent, Slough, SL2 5JX, 1 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 2, Kendal Drive, Slough, SL2 5JB, The Golden Cross, Wexham Road, Slough, SL2 5HS, Flat 1, The Golden Cross, Wexham Road, Slough, SL2 5HS, Flat 2, The Golden Cross, Wexham Road, Slough, SL2 5HS, 5, Mirador Crescent, Slough, SL2 5JX, 25, Grasmere Avenue, Slough, SL2 5JD, 18, Kendal Drive, Slough, SL2 5JB, 14, Kendal Drive, Slough, SL2 5JB, 17, Grasmere Avenue, Slough, SL2 5JD, 3, Grasmere Avenue, Slough, SL2 5JD, 1, Grasmere Avenue, Slough, SL2 5JD, 3, Kendal Drive, Slough, SL2 5HT, 10, Kendal Drive, Slough, SL2 5JB, 6a, Mirador Crescent, Slough, SL2 5JX, Ideal Homeware, 6, Mirador Crescent, Slough, SL2 5JX, 19, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 9, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 10, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 20, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 18, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 8, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 7, Mirador Crescent, Slough, SL2 5JX, 5 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 6 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 7 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 8 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 2 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 3 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 4 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 13 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 14 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 15 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 16 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 9 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 10 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 11 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 12 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 21 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 22 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 23 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 24 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 17 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 18 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 19 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 20 Clarendon Court, Wexham Road, Slough, SL2 5QJ, 23, Grasmere Avenue, Slough, SL2 5JD, M & W Ltd, 1-7, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, Lloyds Pharmacy, 10, Upton Lea Parade, Wexham Road, Slough, SL2 5JU, 14, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 15, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 16, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 17, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 11, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 12, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 13, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 15, Grasmere Avenue, Slough, SL2 5JD, 11, Grasmere Avenue, Slough, SL2 5JD, Bansals, 12, Mirador Crescent, Slough, SL2 5JX, J R Jewellers, 261, Wexham Road, Slough, SL2 5JT, 1, Kendal Drive, Slough, SL2 5HT, 8a, Mirador Crescent, Slough, SL2 5JX, Sagar Uk, 8, Mirador Crescent, Slough, SL2 5JX, Takhar Meat Market, 237, Wexham Road, Slough, SL2 5JT, 239, Wexham Road, Slough, SL2 5JT, 1, Mirador Crescent, Slough, SL2 5JX, 9, Grasmere Avenue, Slough, SL2 5JD, 4, Kendal Drive, Slough, SL2 5JB, 8, Kendal Drive, Slough, SL2 5JB, 243, Wexham Road, Slough, SL2 5JT, 12a, Mirador Crescent, Slough, SL2 5JX, 247, Wexham Road, Slough, SL2 5JT, Virk Super Store, 245, Wexham Road, Slough, SL2 5JT, Bp Oil Uk Ltd, 273, Wexham Road, Slough, SL2 5QY, 257, Wexham Road, Slough, SL2 5JT,

259, Wexham Road, Slough, SL2 5JT, 10a, Mirador Crescent, Slough, SL2 5JX, A B Autos, 13, Grasmere Avenue, Slough, SL2 5JD, 251, Wexham Road, Slough, SL2 5JT, Virks Off Licence, 249, Wexham Road, Slough, SL2 5JT, 9, Mirador Crescent, Slough, SL2 5JX, 246, Wexham Road, Slough, SL2 5JP, 3, Mirador Crescent, Slough, SL2 5JX, 21, Grasmere Avenue, Slough, SL2 5JD, 19, Grasmere Avenue, Slough, SL2 5JD, 21, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 22, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 23, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 24, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 25, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 26, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 27, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 28, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 29, Grasmere Parade, Wexham Road, Slough, SL2 5HZ, 6b, Mirador Crescent, Slough, SL2 5JX, 253a, Wexham Road, Slough, SL2 5JT, 4a, Mirador Crescent, Slough, SL2 5JX, 14a, Mirador Crescent, Slough, SL2 5JX, 16a, Mirador Crescent, Slough, SL2 5JX, 16b, Mirador Crescent, Slough, SL2 5JX, 263, Wexham Road, Slough, SL2 5JT, Walford Fish Bar, 16, Mirador Crescent, Slough, SL2 5JX, 13a, Grasmere Avenue, Slough, SL2 5JD, 248a, Wexham Road, Slough, SL2 5JP, 252, Wexham Road, Slough, SL2 5JP, 248, Wexham Road, Slough, SL2 5JP, 252a, Wexham Road, Slough, SL2 5JP, 250, Wexham Road, Slough, SL2 5JP, 4b, Mirador Crescent, Slough, SL2 5JX, 4, Mirador Crescent, Slough, SL2 5JX, 250a, Wexham Road, Slough, SL2 5JP

Neighbour letters were sent out on 28/09/2016. In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, two site notices were displayed at the site on 11/11/2016. The application was advertised in 28/10/16 edition of The Slough Express (major application).

Two letter of representation has been received from the residents of 2 and 4 Kendal Drive, objecting to the proposal with comments relating to the following:

- Loss of privacy
- Pedestrian safety
- Parking on the highway

These issues are addressed further in the report within the relevant sections.

No other representations have been received so far, and any representations received until planning committee on 07/12/2016 will be included in the amendment sheet.

6.0 **Consultation Responses**

6.1 Contaminated Land Officer

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

6.2 Transport and Highways Development

Vehicle Access

- The existing vehicle access (albeit for drop-off / servicing only) is via Grasmere Parade, accessed from Grasmere Avenue.
- There are no proposed changes to the existing access. This is acceptable.

Pedestrian Access

- The proposal is to replace the existing ramp and staircase to the rear of the building with new enclosed staircases to improve the safety of the residents; this is acceptable.

Vehicle Parking

- As the site is located in a defined shopping area, in accordance with SBC parking standards, 1 or 2 bed flats would have a nil parking requirement;
- No spaces are proposed, which is acceptable;
- There is a risk that parking will overspill into the adjoining shopping area and mean that shoppers will not be able to park in this area due to long stay users. Therefore it is recommended that the applicant funds a traffic regulation order to implement limited waiting parking (this could be in the form of pay and display) in the shopping area. A financial contribution should be secured through a S106 agreement or unilateral undertaking;
- Residents would be ineligible to apply for car parking permits, secured either through a S106 or via condition.

Cycle Parking

- The plans indicate a cycle store to be located to the rear which would be attached to the proposed new communal entrance to all the flats. It would be secure, accessed from inside the entrance hall, which will have secure fob / key lock access; this is welcomed;
- There are 10 Sheffield stands proposed in the store to accommodate 20 bicycles. This leaves one flat without a bicycle stand;
- However based on the nil parking provided with this site, some individual parking stores would be expected, measuring 2m in height, 2m in height and 1m width. Plans should be amended and resubmitted

Refuse and servicing

- There is an existing residential bin store to the rear which is separate from the commercial waste as required and therefore it will either need to be extended to accommodate additional bins;

Recommendation

Subject to securing the contribution and relevant conditions, no highway objection

6.3 Crime Prevention Design Advisor

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

6.4 Environment Agency

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
- Core Policy 12 – Community Safety

- Adopted Local Plan for Slough
- H13 – Backland/Infill Development
- H14 – Amenity Space
- EN1 – Standard of Design
- EN2 – Extensions
- EN5 – Design and Crime Prevention
- 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
- Contaminated land
- Section 106 requirements

8.0 Principle of development

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.

8.1 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.

8.2 The provision of flats would not meet the Council’s definition for family housing. However, the

site is located within a defined shopping area which does not preclude the provision of flats and the site is located in an area that would not lend itself to the provision of family housing. Given that the site is located in a shopping area and given the site constraints, the proposed flats would in this instance be compliant with Core Policy 4 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and is therefore acceptable in principle.

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 proposed mansard roof would see the overall height of the building increase by approximately one metre. The mansard roof would be set back from the main elevations and include appropriately sized dormer windows. The form and scale would respect the proportions of the existing building.

9.5 The proposed changes to the external elevations on the lower floors would improve the appearance of the building. The building would appear poorly extended if the mansard roof were a stand alone application, however, in conjunction with the works proposed to the lower floors, it is considered acceptable. It is recommended a condition is included to require the works on the lower on floors be completed before works commence on the mansard roof, and materials are submitted for approval. This would secure a significant visual improvement which is required on this prominent site.

9.6 In design, streetscene and impact terms no objections are raised in relation to the NPPF, Core Policy 8 or Local Plan Policy EN1.

10.0 **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 rear. Access from the rear is not normally ideal as there are usually hiding places and a lack of natural surveillance. However, in this instance the existing flats are accessed from the rear, which is overlooked by the neighbouring block of flats at 21-29 Wexham Road. Therefore, the rear access would likely be acceptable.

10.3 Cycle parking is proposed within the building, positioned within a room at ground floor level towards the rear, which is acceptable subject to appropriate secure access. Owing to the commercial location, it would be appropriate to condition any approval to achieve Secured by Design accreditation.

10.4 Subject to conditions, 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 neighbouring 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 The inclusion of balconies to the lower levels, and additional flats in the proposed mansard roof would result in additional overlooking to the highway elevations. Here the minimum separation distance between the nearest residential unit is approximately 25 metres, which is ample distance to negate any unacceptable loss of privacy.

11.3 To the rear of the building would also include additional windows. Owing to a significant separation distance between the neighbouring flats to the north and west boundaries (approximately 25 metres) there would be ample distance to negate any unacceptable loss of privacy.

11.4 The existing building is positioned within close proximity of the residential dwelling to the west at 2 Kendall Drive. There is existing overlooking from the external access areas into the neighbouring rear garden. The applicant has agreed to introduce 1.8 metre high screening here, to improve the neighbour relationship in terms of privacy.

11.5 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 The proposed units are appropriately sized with habitable spaces that accord with the Council's approved Planning Guidelines for Flat Conversions.
- 12.3 The flats at first floor level propose bedroom areas to the rear, with windows abutting onto the external access route, which is not normally acceptable due to privacy issues. The plans have been revised to include high level windows within these bedroom areas. High level windows generally do not provide suitable outlook for future occupiers. However, these units are one bedroom flats which would normally accommodate no more than two people. The front living areas are served by a window, patio doors, and an external balcony, which results in an excellent outlook. Along with the flat being accommodated two people sharing the same bedroom, the occupiers' living conditions as a whole would not suffer from an unacceptable loss of outlook. Furthermore, revising these flats into studio flats could overcome this issue, and would still result in limited outlook from the bedroom area. As such, on this basis, the proposed outlook from the bedroom areas within the first floor units is considered acceptable.
- 12.4 The remaining habitable rooms would be served by windows that provide a suitable amount of daylight, aspect and outlook.
- 12.5 External amenity space is provided by balconies, which is acceptable for flatted development.
- 12.6 The proposal is considered to be in accordance with the living amenity 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 The Council's Highways Officer has assessed the proposed application and has raised some issues. As the site also accommodates ground retail uses, the parking at the front of the flats should be retained for shopping purposes. The intensification in residential flats above would likely result in additional residential parking to front of the retail units which would not be acceptable. However, this can be mitigated by control the parking at the front of the retail units to which the applicant should make a financial contribution.

- 13.5 Issues have also been raised regarding the cycle store and permit parking, which can be reasonably addressed by condition.
- 13.6 Subject to appropriate conditions and a financial contribution to control the parking spaces to the front of the shops, the proposal would comply with Core Policy 7, Local Plan Policy T2 and the adopted parking standards.
- 14.0 **Section 106 agreement**
- 14.1 No affordable housing is sought as the number of units is below the threshold
- 14.2 The applicant should be required to enter into a Section 106 agreement to obligate the developer to enter into a section 278 agreement (Minor Highways Agreement). The Section 106 be it would need to be completed before planning permission is granted.
- 15.0 **Summary**
- 15.1 Having considered the relevant policies set out above, 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 or requirements from The Contaminated Land Officer, the Crime Prevention Design Advisor, the Environment Agency completion of a Section 106 agreement, and finalising conditions.

16.0 **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.

16.1 **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.

(a) 16-16-01; Dated Sept 2016, Recd 09/09/2016

(b) 16-16-02; Dated Sept 2016, Recd 09/09/2016

- (c) 16-16-03; Dated Sept 2016, Recd 09/09/2016
- (d) 16-16-04; Dated Sept 2016, Recd 09/09/2016
- (e) 16-16-20; Dated Sept 2016, Recd 09/09/2016
- (f) 16-16-21; Dated Sept 2016, Recd 09/09/2016
- (g) 16-16-22; Dated Sept 2016, Recd 09/09/2016
- (h) 16-16-23; Dated Sept 2016, Recd 09/09/2016
- (i) 16-16-24; Dated Sept 2016, Recd 09/09/2016

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. Samples of materials

Samples of external materials (including reference to manufacturer and specification details(including reference to manufacturer and specification details) to be used in the construction of external envelope of development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Neighbour screening

Prior to occupation, details of the high level screening to the western side of the first floor rear access have been submitted to and approved by the Local Planning Authority. The screening shall be implanted prior to first occupation, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

5. 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.

6. No alterations to elevations

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), no alterations in the appearance to the external elevations as hereby approved, without the express permission of the Local Planning Authority.

REASON In the interest of retaining the visual amenity of the building in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

7. No further windows

No windows shall be formed in the westernmost side elevation or side facing roof slope of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004

8. No car parking permit

No occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with residential properties in accordance with Core Policy 7 of the Slough LDF 2006-2026.

9. Cycle stores

No occupation of the development until cycle stores each flat measuring a minimum of 2m in length, 2m in height and 0.9m in width shall be provided with secure lockable doors. The cycle storage areas shall only be accessible from secure areas of the building. The cycle parking shall be provided in accordance with these details 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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

10. Bin Store

The bin storage shall be provided in accordance with the approved plans prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate refuse and recycling storage to serve the development.

INFORMATIVE

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. The 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. 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.
5. 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.
6. 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.