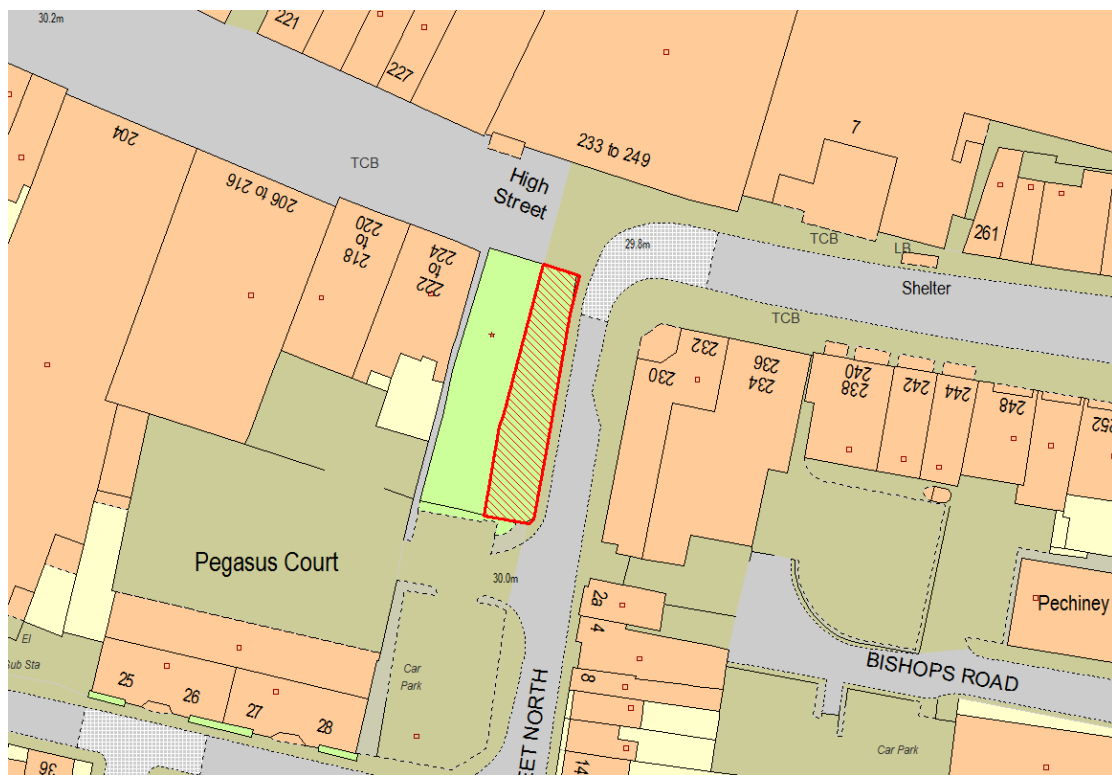


Registration Date:	10-Oct-2016	Application No:	P/02465/014
Officer:	Christian Morrone	Ward:	Upton
Applicant:	Raico Properties	Application Type:	Major
		13 Week Date:	9 January 2017
Agent:	Miss Eleanor Smith, Danks Badnell Architects Ltd Kings Stables, 3-4, Osbourne Mews, Windsor, Berks, SL4 3DE		
Location:	228, High Street, Slough, SL1 1JS		
Proposal:	Construction of a 4no. storey A1 retail at Ground Floor and 3no. floors of C3 residential to provide 14no. residential apartments.		

Recommendation: Delegate to Planning Manager for approval



P/02465/014

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 or requirements from, the Contaminated Land Officer, the Crime Prevention Design Advisor, 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:

- Four storey detached building to accommodate retail at ground floor level, and 14 residential units to all levels above (9 studios; 5 one bed flats).
- Bin store and cycle parking within the rear end of the ground floor.

3.0 Application Site

- 3.1 The site is located one plot in from the junction of High Street and Alpha Street North, and is currently vacant, and only accommodates ground works relating to the previously permitted scheme across 226 and 228 High Street (ref. P/02465/009).
- 3.2 The neighbouring building at 219 - 224 High Street whilst not included on the Council's local list is nonetheless a building of historical and architectural interest similar in design and appearance to other blocks within the town centre. It is a three storey building with a pitched tiled roof set behind a front parapet wall. The ground floor retail unit has no particular architectural merit, but above ground floor the distinctive brickwork and fenestration create an interesting front perspective. Residential flats are provided at first and second floor levels.
- 3.3 West of the site on the opposite corner of High Street with Alpha Street North, there is a modern two storey retail unit which has a curved façade turning the corner. At the northern end of Alpha Street, the terrace of former residential properties has for the most part been converted to commercial use. To the south of the site is an access to an office car park with overspill car parking immediately abutting the application site's southern boundary. Beyond the access road is a pay and display public car park, which has recently been granted planning permission for flats (ref. S/00539/002). To the north of the site in High Street is a modern infilling two storey retail unit, constructed in brick, but with no particular architectural merit.

4.0 **Relevant Site History**

- 4.1 P/02465/013 Construction of four storey detached building to accommodate retail (Class A1) to the front end at ground floor level, and residential flats/studio apartments above, (1 No. 2 bed flat; 6 No. One bed flats; 7 No Studio apartments). Bin store and cycle parking within the rear end of the ground floor. **(226 High Street)**

Delegated to the Planning Manager for **approval** on 07/09/2016 subject completion of a Section 106 agreement, and finalising conditions. Currently undertaking Section 106 agreement.

- P/02465/009 Application for a new planning permission to replace extant planning permission reference P/02465/008 dated 16th december 2008 for: demolition of existing building and redevelopment to provide a four storey building plus basement comprising:, 3 no. Retails units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no. Flats (6 no. X two bed and 6 no. X one bed flats) at second and third floor levels in order to extend the time for implementation **(226-228 High Street)**

Approved with Conditions; Informatives 06-Jun-2012
(Implemented, but not completed)

- P/02465/008 Demolition of existing building and redevelopment to provide a four storey building plus basement comprising:, 3 retail units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no flats (6 no x 2 bed and 6 no x 1 bed flats) at second and third floor levels. **(226-228 High Street)**

Approved with Conditions; Informatives 16-Dec-2008

- P/02465/007 Demolition of existing building and redevelopment to provide a four storey building plus basement comprising:, 3 retail units (a1 and a2 use) provided at basement, ground and first floor levels and 12 no flats (6 no x 2 bed and 6 no x 1 bed flats) at second and third floor levels. **(226-228 High Street)**

Refused 09-Nov-2007

Planning application P/02465/009 has been implemented as the foundations have been installed at the site. As such, this approved scheme is extant and can be built-out at any time.

5.0 **Neighbour Notification**

- 5.1 UNIT 9A, THE OBSERVATORY, HIGH STREET, SLOUGH, STAR FM, THE OBSERVATORY, HIGH STREET SLOUGH, THE OBSERVATORY, HIGH STREET, SLOUGH, BERKSHIRE, SL1 1LN, UNIT 23 THE OBSERVATORY CENTRE, SLOUGH, BERKS, UNIT 9, THE OBSERVATORY SHOPPING CENTRE, HIGH STREET, SLOUGH, BERKS, SL11LH, UNIT, 13, THE

OBSERVATORY, HIGH STREET, SLOUGH, UNIT, 17, THE OBSERVATORY, HIGH STREET, SLOUGH BERKS, UNIT, 5, THE OBSERVATORY, UNIT 15, THE OBSERVATORY SHOPPING CENTRE, HIGH STREET, SLOUGH, BERKS, DATABASE CONSULTANTS, UNIT 25, PEGASUS COURT, HERSCHEL STREET, SLOUGH, BERKS, Spectacle Express, 1, The Observatory, High Street, Slough, SL1 1LE, City Cobblers Of Slough, 3a, The Observatory, High Street, Slough, SL1 1LE, Wernham Hoggs, 230-236, High Street, Slough, SL1 1JU, 222a, High Street, Slough, SL1 1JS, 224a, High Street, Slough, SL1 1JS, Observatory News, 11, The Observatory, High Street, Slough, SL1 1LE, Supercuts, 3, The Observatory, High Street, Slough, SL1 1LE, Discount Shoe Zone, 21, The Observatory, High Street, Slough, SL1 1LE, Amicus, 28, Herschel Street, Slough, SL1 1PA, 4 -6, Alpha Street North, Slough, SL1 1RB, 2A, Alpha Street North, Slough, SL1 1RB, 2, Alpha Street North, Slough, Berks, SL1 1RB, Slough Community Transport, & Shopmobility, Alpha Street North, Slough, Berkshire, SL1 1RA, 218-220, High Street, Slough, SL1 1JS, Unit 7A, The Observatory Shopping Centre, High Street, Slough, Berkshire, Rymans Stationary, The Observatory, High Street, Slough, SL1 1LE, 27, Herschel Street, Slough, SL1 1PA, 222-224, High Street, Slough, SL1 1JS, Wilkinsons, 233-249, High Street, Slough, SL1 1BY, 233-249, High Street, Slough, SL1 1JS, 8, Alpha Street, Slough, Berkshire, SL1 1RB, Brighthouse, 229-231, High Street, Slough, Berkshire, SL1 1BY, Managers Accommodation, 230, High Street, Slough, Berkshire, SL1 1JU, Unit 7, The Observatory, Slough, Berkshire, SL1 1LE, Pegasus Court, 26, Herschel Street, Slough, Berkshire, SL1 1PA, First Floor, 9A, High Street, Slough, Berkshire, SL1 1LE, 6, Alpha Street North, Slough, Berkshire, SL1 1RB, Management Offices, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, First Floor, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, Ground And Part First Floor, Pegasus Court, 25-27, Herschel Street, Slough, Berkshire, SL1 1PA, Lovall Chohan, Pegasus Court, 28, Herschel Street, Slough, Berkshire, SL1 1PA, Thames Valley Police, The Observatory, High Street, Slough, Berkshire, SL1 1LE, Classy Touch, 222-224, High Street, Slough, Berkshire, SL1 1JS, Second Floor, Pegasus Court, 27, Herschel Street, Slough, Berkshire, SL1 1PA, New York Nail Fashions, 4-6, Alpha Street North, Slough, Berkshire, SL1 1RB

Neighbour Letters Were Sent Out On 20/10/2016. 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).

The Consultation Period Closes On 02/12/2016, And No 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**

Application proposals

A planning application has been submitted for the construction of a four storey building to provide A1 retail (134 sq.m.) at ground floor and three floors of C3 residential use to provide 14 no. residential apartments. This will include one 2-bed, nine 1-bed and 4 studios. The retail element is divided between three units, one fronting the High Street and two smaller units fronting onto Alpha Street North. It is proposed that the building will over-sail the public highway.

There is an extant / expired consent for the retail use and for 12 flats, but this is for 226-228 High Street rather than solely for 228 High Street. In previous consent there was an agreement to:

- widen the footway along Alpha Street North to 2.5m in width and reconstruct the footway along its length using Art in the Centre materials;
- Street furniture, including the green utility cabinet on Alpha Street must be relocated to the back of the footway once widened;
- widen Public Footpath 35 to 1.8m wide and dedicate the land to the local highway authority.

Trip Generation

- No trip generation analysis has not been carried out as part of the planning application;
- The local highway authority has interrogated the TRICS database to determine trip generation for the site;
- The site will generate a large number of new person trips (up to 1700 a day) due to the retail element a proportion of these will be vehicular trips. However this site previously accommodated a public house so some of these trips will be off-set against the former use;
- It should be taken into account that a public house was on site previously exist, and therefore it is considered that this could be a similar trip generation to the retail element and therefore the proposed development will lead to an increase in 81 person trips per day, some of which will be vehicular trips.

Access

- Pedestrian and cycle access for residents is from Alpha Street North where they enter a communal entrance lobby, with access to the residential units, cycle store and bin store;
- Access for those using the retail unit will be from the High Street as well as from Alpha Street North. The access arrangements are accepted;
- It is also noted that the adjacent site at no. 226 has right of way across the site at the rear, which is maintained in these proposals.

Vehicle Parking

- Standards set out in the Slough Developer's Guide part 3 state that the minimum parking requirement for residential and retail developments in town centre locations is nil. No spaces are provided which is acceptable. However this does not mean that the development will not generate parking demand. It is recommended that residents are encouraged to park in town centre car parks

- To ensure residents do not park on the surrounding streets which would lead to a loss of amenity to existing town centre residents, a S106 obligation should be added making them ineligible to receive on-street parking permits in any existing or future scheme.

Cycle Parking

- The pedestrian door into the development is too narrow and should be widened to minimum of 1.2m to allow for cycles to be manoeuvred in and out of the development;
- Cycle parking for 7 bikes using Sheffield stands within a secure store accessed of the main lobby;
- Cycle parking is in accordance with the Developer's Guide and is acceptable.

Refuse and Servicing

- For the retail use, a communal bin store will be located to the rear of the building adjacent to the smaller retail units on Alpha Street North, with a passageway provided between the retail unit on the High Street and this store. The store would appear too small for three units and therefore should be enlarged
- For the residential use three euro bins will be provided; which for the residential element is in line with the Developer's Guide part 4, each flat should be provided with 97 litres for residual waste and 53 litres for recycling waste contained within 1100 litre eurobins, for these 14 flats therefore two bins for residual waste and one for recycling will be acceptable;
- However the store looks a bit tight for the three euro bins, and it should be ensured these can fit comfortably and be manoeuvred;
- Collection will take place on Alpha Street North where there is an existing on-street loading bay which is within 10 metres as required;
- This loading bay located opposite the site on Alpha Street North is also where the retail units will be able to service from.

Construction Management

- It is unclear as to how the site will be constructed and from where construction access will be taken. Construction access can only be taken from the rear from the adjoining parking area.
- A construction management plan should be secured as a condition.

Mitigation

- The development will lead to an increase in vehicle trips and pedestrian movements to the site and therefore the impact of these will need to be mitigated.
- Since the last application it has been decided, subject to the outcome of public consultation to close Public Footpath 35, and therefore there is no requirement to widen this footpath anymore;
- However widening of the footway on Alpha Street North is required and should be secured through the S106/S278 process;
- The applicant is to provide a drawing showing the land to be dedicated to be included within the S106 agreement.

Recommendation

The applicant must prepare a revised drawing showing:

- the residential refuse store opening inward;
- the residential store should contain 2 eurobins and 360 litre bin for residual waste;
- the retail store should be enlarged to accommodate minimum of 2 bins.

Subject to that drawing being provided in a satisfactory form agreement of conditions and section 106, I can confirm that there will be no objection to this application on highways and transport grounds.

6.3 Crime Prevention Design Advisor

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
- 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
- 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.

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.

8.2 The principle of this development has been established through the previous planning applications P/02465/009 and P/02465/009 which are extant. As such the principle of development is acceptable.

In assessing the impacts of this proposed development, regard should be given to the previously approved and extant scheme (ref. P/02465/009) which can be built-out at anytime.

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 building would be four storeys in height and would not exceed the height of the neighbouring building to the side. The building would accommodate most of the site, which is not unusual in the High Street. As such, the proposed building is acceptable in scale.

9.5 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 applicant is keen to introduce a modern building into the High Street and this is reflected in the contemporary design. The neighbouring 226 High Street proposes a simple traditional design which relates well with the existing older neighbouring buildings at 219 - 224 High Street. The contemporary design proposed within this application includes separate elements of white render, blue brick, and curtainwall glazing. The High Street elevation would be finished in white render, and form adjoin the traditional frontage within the 226 High Street scheme. This relationship between blue brick and render would be similar to what is proposed within the Alpha Street elevation of this scheme, whereby the white render and blue brick form an important contemporary feature in the design. As such, when viewed in its entirety, the proposal would result in an architecturally interesting building over the both sites (228 and 226 High Street), that would complement and enhance the streetscape, and therefore have an acceptable impact on the character of the surrounding area. Amended drawings have been requested to improve the relationship of the proposed mansard roof within this

application and that approved previously at 226 High Street. These details will be included within the update sheet.

- 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 central glazed element of the Alpha Street North elevation which would be well surveyed from the surrounding area.

- 10.3 Cycle parking is proposed within the building, positioned within a store at ground floor level, which is acceptable subject to appropriate secure access. Owing to the Town Centre 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 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 separation between the application site and the buildings directly opposite on the High Street is approximately 16 metres. There are no residential uses directly opposite above the Wilkinson Store, and the proposed windows would not result in any significant additional overlooking compared to what has already been approved. The separation distance to the opposing building in Alpha Street North is set away from the proposal by approximately 24 metres which is ample distance to mitigate and privacy or overbearing issues.

- 11.3 There are a number of residential dwellings to the south in Alpha Street North that are within 21 metres of the windows in the proposed rear elevation, and the adjacent site to the south is expected to be redeveloped through the recently approved planning permission ref. S/00539/002 (both measured at approximately 15 metres minimum). In order to overcome a significant loss of privacy, the windows to upper floors in the southern rear elevation are cantered bays that provide views to the south-west, away from residential development. This is considered acceptable in mitigated overlooking issues.

- 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 The proposed units are appropriately sized with habitable spaces that accord with the Council's approved Planning Guidelines for Flat Conversions. The habitable rooms would be served by windows that provide a suitable amount of daylight, aspect and outlook.
- 12.3 External noise could arise from the streets surrounding 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.
- 12.4 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 a number of issues, such as footpath widening, bin storage and cycle storage, and construction management. The footpath widening would require the completion of a Section 106 Agreement, and the remaining issues can be appropriately addressed condition.

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 to undertake the following:

The highways schedule includes:

- Temporary access point, if required for construction;
- Construction and dedication as highway maintainable at the public expense, free of charge, the footway widened to 2.5m and constructed using Art@theCentre / Heart of Slough natural stone (specification to be provided by SBC);
- Relocation of street furniture to back of widened footway fronting Alpha Street, which includes the telegraph pole;
- Enter into a S177 oversailing licence agreement – either S106 obligation or condition
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Gully cleaning (nearest gullies around the site and site access); *Cleaning of gullies around the site is a response to numerous abuses to dumping of concrete in gullies adjacent to development sites;

Transport Schedule:

- Residents of the development ineligible to receive an on-street permit in any existing or future resident parking schemes;

The Section 106 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, 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) 15/40/01; Dated Sept '15, Recd 07/10/2016
- (c) 15/40/30; Dated October 2016, Recd 07/10/2016
- (d) 15/40/31; Dated October 2016, Recd 07/10/2016
- (e) 15/40/32; Dated October 2016, Recd 07/10/2016
- (f) 15/40/33; Dated October 2016, Recd 07/10/2016
- (g) 15/40/34; Dated October 2016, Recd 07/10/2016
- (h) 15/40/35; Dated October 2016, Recd 07/10/2016
- (i) 15/40/36; Dated October 2016, Recd 07/10/2016

(waiting for revisions to amended roof)

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

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

No development shall take place until a full surface water drainage philosophy including a layout and calculations will need to be provided for approval prior to

construction works commencing on site. The philosophy should include the existing site drainage scenario, the proposal for the site surface water drainage detailing the use of SuDS systems, together with any proposed connection to a Thames Water sewer.

REASON to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies

6. Management of construction traffic

Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking / waiting for demolition / construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of amenity of nearby residents and so as not to prejudice free flow of traffic along the neighbouring highway or in surrounding residential streets in accordance with Core Policy 7 of the Slough LDF Core Strategy (2006-2026) Development Plan Document 2008.

7. Surface water discharge agreement

Surface water discharge from the site will be restricted to 5 litres per second. Consent to Discharge Section 106 Agreement is to be entered with Thames Water who are to confirm their approval to the connection as well as the allowable discharge rate before occupation.

REASON to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

8. 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.

9. 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.

10. Cycle Store

The cycle store containing 7No. Sheffield stands shall be implemented in accordance with the approved details prior to occupation 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

11. Bin Store

The proposed bin storage shall be provided in full compliance with the Slough Developer's Guide part 4 and shall be implemented in accordance with the approved details prior to occupation 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.

12. No opening onto highway

No gates or doors shall open over the public highway

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of 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. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
7. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
8. 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.
9. 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.