

Registration Date:	24-May-2016	Application No:	P/02134/018
Officer:	Karen Haizelden	Ward:	Chalvey
Applicant:	Mirenpass Limited	Application Type:	Major
		13 Week Date:	23 August 2016
Agent:	Mr. B Stanley, Heritage & Architecture 74, Stanhope Road, London, Middx, UB6 9EA		
Location:	Montem Guest House, 9-13, Montem Lane & 1A, King Edward Street, Slough, SL1 2QU		
Proposal:	Demolition of existing 28 bedroom guest house and managers flat. Outline planning permission for upto 23 units, (means of access only) with lower ground floor parking for 26 cars and 23 bicycles.		

Recommendation: Delegate to the Planning Manager for approval



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations it is recommended that the application is delegated to the Planning Manager for approval, subject to revised plans to address design concerns and the satisfactory completion of a Section 106 agreement, and finalising conditions.
- 1.2 This application is a major planning application and is therefore before the Committee for determination.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This proposal is for outline planning permission, the only matter for determination at this stage is access. All other matters relating to appearance, landscaping, layout and scale are not for consideration at this time. All plans produced are for illustrative purposes except those relating to the access.
- 2.2 The plans show one possible option of the way the site could be developed to provide 23 units, this comprises 17no. one bed units, 4no. two bed units and 2no. three bed units. It is proposed that the car parking for the development would be placed at an underground basement level with a vehicle ramp from King Edward Street. There will be 26 car parking spaces and 23 cycle spaces provided in this underground parking court. Plans indicate that two of these spaces could be for electric vehicles. The illustrative plans show a continuous building for the flats starting from Montem lane and turning the corner to finish at 1A King Edward Street. Roof heights are varied however the majority of the development between is proposed three storeys above ground so overall this will be a four storey development (including basement).

3.0 Application Site

- 3.1 The application site is currently the Montem Guest House located on the corner of Montem Lane with King Edward Street. The site also includes a residential property at 9 Montem Lane. The main section of the guest house was originally built as residential properties. These are made up of two Edwardian properties that are now joined via a modern extension on Montem Lane. Subsequent to the formation of the guest house, the use extended to include a 1960's extension to the terrace along the eastern side of King Edward Street (no. 1a). The guest house has been extended by numerous extensions in the past and a significant

proportion of the site is covered by buildings. There is a small area of yard at the rear of the site.

- 3.2 Surrounding development is predominately residential in its nature and character. To the south east and west along Montem Lane and King Edward Street, the majority of dwellings are semi detached and terraced Edwardian properties. Opposite, on the northern side of Montem Lane is a modern development built during the 1980/90s characterised by two and three storey flats and houses.

4.0 Relevant Site History

P/02134/011	CHANGE OF USE OF 11 MONTEM LANE AND 1A KING EDWARD STREET TO PROVIDE ADDITIONAL ACCOMMODATION TO GUEST HOUSE AT 13 MONTEM LANE
Refused	15-Mar-1982
P/02134/010	ERECTION OF BOUNDARY WALL AND CANOPY OVER PART OF BACK YARD
Withdrawn by Applicant	01-Mar-1983
P/02134/013	CONSTRUCTION OF COVERED WAY & NEW ROOFING.(64 SQ M).
Approved with Conditions	11-Apr-1984
P/02134/012	RETROSPECTIVE APPLICATION FOR CHANGE OF USE OF 11 MONTEM LANE AND 1A KING EDWARD STREET TO PROVIDE ACCOMODATION ADDITIONAL TO EXISTING GUEST HOUSE AT 13 MONTEM LANE
Approved with Conditions	28-Sep-1984
P/02134/014	ERECTION OF A SINGLE STOREY REAR EXTENSION TO PROVIDE 4 BEDROOMS.
Withdrawn by Applicant	02-Mar-1987
P/02134/015	ERECTION OF SINGLE STOREY LINK EXTENSION AT REAR TO PROVIDE ENLARGED LOUNGE DINING AND KITCHEN FACILITIES.
Approved with Conditions	19-Dec-1990
P/02134/016	ERECTION OF SINGLE STOREY REAR EXTENSION TO WASHROOM/WC ACCOMMODATION.
Approved with Conditions	28-Jun-1991
P/02134/017	DEMOLITION OF EXISTING PROPERTIES AND ERECTION OF 33NO. ONE BEDROOM FLATS, 5NO. TWO BEDROOM FLATS AND 2NO. THREE BEDROOM FLATS WITH ASSOCIATED PARKING
Refused	16-Jun-2005 for the following concerns: Overdevelopment, impact on visual amenity and amenity of the neighbouring occupiers, inability to provide appropriate servicing,

inadequate affordable housing and inadequate amenity space and bins stores.

5.0 Neighbour Notification

5, Montem Lane, Slough, SL1 2QU, 40, Ledgers Road, Slough, SL1 2RL, 5, King Edward Street, Slough, SL1 2QT, Flat 2, 47, Ledgers Road, Slough, SL1 2RQ, Flat 3, 47, Ledgers Road, Slough, SL1 2RQ, Flat 1, 47, Ledgers Road, Slough, SL1 2RQ, 19, Montem Lane, Slough, SL1 2QW, 4, King Edward Street, Slough, SL1 2QS, Flat 14, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 15, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 16, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 17, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 10, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 11, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 12, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 18, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 19, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 20, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 21, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 46, Oban Court, Montem Lane, Slough, SL1 2QH, Flat 48, Oban Court, Montem Lane, Slough, SL1 2QH, 2, King Edward Street, Slough, SL1 2QS, 3, King Edward Street, Slough, SL1 2QT, 3, Montem Lane, Slough, SL1 2QU, 12, King Edward Street, Slough, SL1 2QS, 43a, Ledgers Road, Slough, SL1 2RQ, 43, Ledgers Road, Slough, SL1 2RQ, 1, Montem Lane, Slough, SL1 2QU, 17, Montem Lane, Slough, SL1 2QW, 10, King Edward Street, Slough, SL1 2QS, 15, Montem Lane, Slough, SL1 2QW, 41, Ledgers Road, Slough, SL1 2RQ, 8, King Edward Street, Slough, SL1 2QS, 9, King Edward Street, Slough, SL1 2QT, 7, Montem Lane, Slough, SL1 2QU, 51, Ledgers Road, Slough, SL1 2RQ, 49, Ledgers Road, Slough, SL1 2RQ, 7, King Edward Street, Slough, SL1 2QT, 21, Montem Lane, Slough, SL1 2QW

- 5.1 Two objections have been received, issues raised include:-
- car parking problems are currently bad this will add more cars and make the existing situation even worse.
 - Premises used for prostitution in the past Police have been involved should be used for family accommodation only

6.0 Consultation Responses

6.1 Crime Prevention Design Advisor

Objects to the proposal as the current design has many flaws that would lead to an unsatisfactory design in terms of designing out crime. Matters of concern include car parking facility being insecure, multiple pedestrian accesses, cycle storage and physical security of dwellings. It is advised that a planning condition is imposed to ensure the future design achieves Secure by Design accreditation.

6.2 Environmental Quality

Recommends planning condition with regard to electric vehicles and a contribution to off set air quality impacts

6.3 Contaminated Land Officer

No objections recommends conditions -

I have reviewed the information submitted for the above property, as well as our records related to potential contaminative land uses at the property and within 250m of the property.

There are no historical potential contaminative uses associated with the site under development. However, the nearest significant off-site sources of potential contamination are three sites with entries in the Disused Tank Registry, indicated that tanks might still be present, several Potentially Contaminated Sites, and a former mineral extraction site later infilled with unknown materials.

Based on the above the proposed development may be affected from the potential migration of ground gases/volatile contaminants from the off-site source. Thus, further investigation is recommended to ensure that there are no unacceptable risks to human health receptors from increase in exposure frequency following conversion from commercial to residential end use. I recommend conditions are place on the Decision Notice:

6.4 Planning Policy

Principle of flats acceptable in this location.

6.5 Drainage Engineer

No objections recommends conditions

6.6 Transport and Highways Development

6.6.1 *Pedestrian Access / Emergency Access*

The issues relating to pedestrian access and emergency access still remain and should be addressed by way of a condition. Case officer to resolve.

6.6.2 *Vehicle Parking*

29 parking spaces are shown on the submitted drawings, but I would be surprised if more 26 spaces could actually accessed properly. Therefore on the basis of 1 space per unit with 3 visitor spaces I am of the view that the proposed level of provision is acceptable. Three spaces would need to be removed to ensure each flat has an individual cycle store. The applicant has agreed to fund a car club wand fund a local residents parking scheme, which will help to prevent overspill in the local residential streets. These two measures are considered as suitable mitigation to address the shortfall of parking in respect of the Slough Local Plan Parking Standards.

6.6.3 In accordance with the Institute of Air Quality Management (IAQM) Land-Use Planning & Development Control: Planning For Air Quality (January 2017) guidance the provision of at least 1 Electric Vehicle (EV) “rapid charge” point per 10 residential dwellings shall be provided i.e. for this development 2 charge points and the basement car park scheme should be designed such that each parking space could be wired up to an EV charging point in the future should demand require.

6.6.4 *Cycle Parking*
13 individual cycle parking stores are shown on the plans, which is less than 1 store per flat. 7 of the stores are located in impractical locations and therefore on the basis of the illustrative design there is likely to be only 6 stores. However as I have already commented not all of the parking spaces will be accessible given the tightness of the layout and therefore there is potential for more cycle parking to be provided. One store for each flat should be provided on the site.

6.6.5 *Gradient and Width of Ramp*
A waiting space has now been provided at the top of the ramp (off the public highway), so that the ramp can function as one way and there is a light controlled system managing the ramp to the basement car park. The proposed ramp comprises a 1:12 to 1:6 to 1:12 transition. The height of the ramp falls 1.5m, and includes a 3m long transition at the top and bottom of the ramp. The proposed gradient is in line with Institute for Structural Engineers which states in Section 4.3.8 that ‘vehicle ramps are usually of a gradient of between 1:6 and 1:10’, and also Table 4.4, which states ‘for a rise of 1.5m a maximum gradient of 1:6 can be provided with transition slopes at top and bottom’. The scheme does feel very tight, however it is considered that so long as the car park is designed in accordance with Institution of Structural Engineers Design Recommendations for Multi-Storey and Underground Car Parks (4th Edition) that the proposed scheme is acceptable.

6.6.6 *Recommendation*

No highway objection subject to the following obligations, conditions and informatives.

6.6.7 *S106 and S278*

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways and transport schedules.

The highways schedule includes:

- Temporary access point (as necessary);
- Installation of crossover / junction;
- Reconstruct the footway fronting the application site;
- Reinstatement of redundant access points to standard footway

- construction;
 - Installation of street lighting modifications (as necessary);
 - Drainage connections (as necessary);
 - Relocation of any street furniture including utility cabinets that falls within the visibility splays;
 - The applicant must enter into a Support Structure Agreement with the highway authority as the basement car park will abut the highway boundary;
- 6.6.8 The transport schedule includes:
- Contribution towards the implementation of a car club and on-street car club bay (prior to commencement);
 - Contribution towards amendments to waiting restrictions, a parking study to determine support for a residents parking scheme in the vicinity of the site and the cost of implementing a residents parking scheme (prior to occupation);
 - Residents of the development would be ineligible to receive on-street parking permit in any existing or future residents parking scheme;
- 6.6.9 If the applicant is willing to provide mitigation to the shortfall of parking as set out in these comments, together with improving the quality of the cycle parking provision then this reason for objection can be overcome. With the car park layout it is better that all of the spaces can accommodate a vehicle comfortably rather than cramming in spaces at the planning stage only to find at detailed design stage that it does not work.
- 6.6.10 The access ramp will need to be re-designed and the adjacent flat reduced in size to accommodate waiting space at the top of the ramp for a vehicle to pass. The consultants will need to consider whether the gradient of the ramp can be re-designed to overcome this objection. A car park management plan will be required as part of any consent. The applicant should also review the positioning of the stairs. A full drainage / SUDS design is still awaited and should be submitted prior to determination.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The application is considered alongside the following policies:
- National Planning Policies: National Planning Policy Framework, 2012 and Planning practice Guidance, 2016.
 - Core Policy 1 (Spatial Strategy), Core Policy 3 (Housing Distribution) Core Policy 4 (Type of Housing) Core Policy 5 (Employment) Core Policy 7 (Transport) Core Policy 8 (Sustainability and the Environment) and Core Policy 12 (Community Safety) of Slough Local Development Framework,

Core Strategy 2006-2026, Adopted Core Strategy 2006 – 2026 (Development Plan Document - 2008);

- Policies EN1, EN5, H11, H13, H14, T2 and T8 of the Adopted Local Plan for Slough, 2004;

Other relevant documents

- Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)
- Guidelines for Flat Conversions (April 1992)
- Slough Borough Council Developer's Guide (Parts 1-4)
- Council's approved Residential Extensions Guidelines – Supplementary Planning Document, 2010.

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

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 Council's Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

- 7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:
- Principle of development;
 - Affordable Housing
 - Design and Impact on the street scene;
 - Impact on neighbouring properties;

- Standards of Accommodation for Future Occupiers;
- Amenity space for the properties;
- Parking and highway
- Mitigation for development S106 Items

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.

8.2 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.

8.3 Core Policy 1 of the Core Strategy 2006-2026, Development Plan Document 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.

8.4 Core Policy 4 of the Core Strategy 2006-2026, Development Plan Document states that in urban areas outside of the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of existing and proposed local services facilities and infrastructure. Within existing suburban residential areas there will be limited infilling which will consist of family houses that are designed to enhance the distinctive urban character and identity of the area. Urban and suburban areas are defined in the appendices to the Core Strategy.

8.5 Given the existing use of part of the site as a Guest House the proposed use as residential flats is considered acceptable.

8.6 The surrounding area is made up of predominantly two storey family housing. There are some flats opposite to the development site. The loss of the Guest House and the residential property at number 9 Montem Road in favour of residential flatted development is acceptable in policy grounds, subject to achieving a good quality flatted development. The current application is for outline only, but will set the parameters for the reserved matters application, which will to a greater extent determine the quality of the dwellings. Regardless of fact that the current application is only for access, the officers still need to be confident the proposed amount of development can be achieved on site. The proposal requires some further amendments in order to address officers concerns in terms of the proposed amount of flats and the relationship of the building in the street scene, which also has an impact on secure by design. These matters are discussed in further detail, however, no objection is raised to the principle of flats on the site.

9.0 Affordable Housing

9.1 The plans illustrate a development for 23 units. The Applicants have indicated that no affordable housing will be provided on site instead they will provide a financial contribution based upon the suggested rates contained within the Slough Borough Council Developer's Guide (Parts 1-4).

10.0 Design and Impact on Street Scene

10.1 The illustrative plans indicate that a continuous built form of three storey above ground development. With a small two storey section adjacent to the existing properties in King Edward Street. The plans illustrate that the building could fit into the street scene although it will be the largest development of its type in both the roads. Directly to the north of the application site, there is a two and three storey development, so in terms of scale this development could blend into the surrounding area.

10.2 The illustrative plans show a mansard roof arrangement so that the third floor is disguised to appear like the surrounding roofs of the two storey houses. The overall height of the building is shown as not exceeding the main ridge height of the remaining properties in Montem Lane. Although taking account of the rising slope of the road the highest part of the building will be on the corner of Montem Lane and King Edwards Street. The illustrative cross section plan shows a height of 2.3m to every floor including the car park making an overall height of approximately 10m. Given the underground parking requirements and the need to accommodate the ramp the impact upon the height of the proposed building is of concern. To this end a condition is recommended to impose a maximum height restriction upon the eventual future building on this site. In terms of the siting of the building forward of the return

building line, officers accept that the current building is located on the back edge of the footway, but believe that this building of larger scale and bulk will have a greater impact on the junction. Officers will therefore seek to further improve the relationship of the proposed building with the Kind Edward Street frontage and the way that the building turns the corner.

- 10.3 The proposed materials indicated on the illustrative plans are traditional bricks, box sash windows for the main elevations, and a tile appearance for the roof. The uses of traditional material will soften the impact of the new building in the area and will be essential to ensure that the impact on the street scene is sympathetic.

11.0 Impact on neighbouring properties

- 11.1 The indicative floor plans illustrate that the windows that would overlook neighbouring properties can be designed to be the stairwells associated with the development or bathrooms. In this respect there could be no habitable room overlooking the rear gardens of the neighbouring properties. Future designs will need to illustrate no overlooking or loss of privacy to neighbouring properties will occur. Obscure glazing conditions and minimum window distances conditions will be imposed to constrain the window design to the rear of the future building so that this does not cause any detrimental impact to the existing properties on Montem Lane and King Edward Street.

12.0 Standards of Accommodation for Future Occupiers

- 12.1 The illustrative floorplans broadly meet the standards of accommodation required for flat conversions, but because the lay-out is not under consideration with this application, it is not possible to make a detail assessment of the room sizes. However better design and most likely a reduction in accommodation, could achieve better space standards. Officers are concerned about the proposed room sizes and were the specific layout under consideration, a better layout would be sought. In the future the applicants will be required to produce plans that meet the standards for flat conversions in the Borough. The applicants have produced a schedule to confirm that the accommodation could meet the standard required.

13.0 Amenity Space for the Properties

- 13.1 There is very limited on site amenity space indicated on the plans. There will be a small enclosed courtyard at street level accessed by two flats only. A communal garden and green roof is shown at roof level. However the benefit of this will need to be balanced against the height of the privacy screen required to ensure no overlooking or loss of privacy to neighbouring properties.
- 13.2 Salt Hill Park is within walking distance of the application site. The

applicants have indicated a willingness to contribute towards the upkeep of the Borough's open spaces to mitigate against the lack of onsite provision of amenity space.

14.0 Car Parking and Highway Issues

The issues regarding highways access and car parking have been dealt with by the Borough's Highways Engineers comments in this report and recommended conditions, informatives and necessary obligations.

15.0 S106 Draft heads of Terms

In accordance with the Slough Borough Council Developer's Guide (Parts 1-4) the Applicants have indicated a willingness to enter into a Section 106 Agreement for the following items

Affordable Housing Financial Contribution

Education Financial Contribution

Amenity Space Financial Contribution

Temporary access point (as necessary);

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

Relocation of any street furniture including utility cabinets that falls within the visibility splays;

The applicant must enter into a Support Structure Agreement with the highway authority as the basement car park will abut the highway boundary;

Transport schedule includes:

Contribution towards the implementation of a car club and on-street car club bay (prior to commencement);

Contribution towards amendments to waiting restrictions, a parking study to determine support for a residents parking scheme in the vicinity of the site and the cost of implementing a residents parking scheme (prior to occupation);

Residents of the development would be ineligible to receive on-street parking permit in any existing or future residents parking

16.0 Summary

- 16.1 On the basis of above assessment, it is considered that outline planning permission (with means of access only) acceptable for a maximum of 23 units. Subject to securing quality design and ensuring that the neighbouring properties are not negatively impacted, the proposed conversion of the current buildings will not have detrimental impact upon

the relevant material considerations outlined above, subject to the conditions set out below.

17.0 **PART C: RECOMMENDATION**

Having considered the relevant policies set out in this report, and all other relevant material considerations it is recommended this Outline Planning application (for access only) be delegated to the Planning Manager for approval subject to revised plans to address minor design matters, the satisfactory completion of a Section 106 agreement and finalising conditions.

18.0 **PART D: DRAFT LIST OF CONDITIONS AND INFORMATIVES**

CONDITIONS

1. Application for approval of the reserved matters must be made not later than three years from the date of this outline permission and the development must be begun not later than two years from the date of the final approval of the last of the reserved matters, or within five years from the date of this outline permission, whichever is the later.

REASON To prevent the accumulation of planning permissions, 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 92 of the Town and Country Planning Act 1990.

2. The development shall be carried out in within three years from the date of this permission in accordance with detailed plans showing the siting, design and external appearance of any buildings to be erected, the landscaping of the site, road and footpath design, vehicular parking and turning provision, green roof and privacy screening hereinafter collectively referred to as 'the reserved matters' which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

REASON To ensure that the proposed development does not prejudice the amenity of the site.

3. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

(a) Drawing No. 05 Rev F Dated 31/03/2016, Recd On

04/02/2017

(b) Drawing No. 06 Rev F, Dated 31/03/16, Recd On 04/02/2017

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.

4. The development/application relates to the following site:

(a) Drawing No. 01, Site Location Plan, Dated 31/03/16, Recd On 25/01/2017

The following maximum parameters for development in terms of siting and height are set below and the detailed proposed development shall be in accordance with these:

- The siting of the proposed new building as indicated on the Illustrative Drawing No. 05 Rev. F shall maintain a separation distance of 15m from the proposed development to the flank and rear elevations of No. 1 King Edward Street & 7 Montem Lane.
- The proposed development shall not exceed a height of three storeys plus basement.
- The siting of the proposed new building shall respect and align to the predominant building lines of the vicinity and shall not be built up to the pavement line at the corner of King Edward Street and Montem Lane.

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 and appearance of the area and to comply with the Policies in the Development Plan.

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

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

6. The development shall not be commenced on site before a topographical survey illustrating site levels shall be submitted to the Local Planning Authority for consideration and approval, the finished floor levels and internal ceiling heights of the development shall be indicated on this plan, the subsequent building height of the development will be based upon this survey and shall be no

higher than 10m when measured from the existing ground levels.

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

7. No development shall commence until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design (SBD)' accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received written confirmation of SBD accreditation.

REASON To promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

8. Prior to the commencement of development, any windows within the flank elevations of the proposed development, shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the Local Planning Authority. The same windows shall be high level opening at a minimum height of 1.8 metres above the finished internal floor level.

REASON To maintain the privacy of amenity of current and future residential occupiers and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

9. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

10. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with

the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
2. No doors or gates to open over the highway.

11. No doors or gates shall open over the highway at any time.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

12. The vehicle access gates must be set back a minimum of 6m from the back edge of the footway

Reason: In order to prevent vehicles overhanging the adopted highway as they wait to enter the site and in doing so minimising danger, obstruction and inconvenience to users of the highway and of the development.

13. No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

14. The first 4.8m of the access road leading into the site, with the measurement taken from the back edge of the footway, shall be provided as a level surface (no gradient) so that the sightline of drivers of vehicles exiting the car park is not obstructed.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

15. Prior to first occupation of the proposed development hereby approved, details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

16. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

17. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site and the size of these vehicles to prevent damage to the existing Archway.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

18. No part of the development shall be occupied until the pedestrian visibility splays of 2.4 x 2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

19. No part of the development shall be occupied until covered and

lockable cycle parking stores measuring 2m in length x 2m in height and 1m in width are provided for each flat. 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

20. Prior to the development hereby approved first being brought into use, 26 no. car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

Reason: In the interest of ensuring satisfactory parking provision for occupiers of the development and to protect the amenity of residents and other land uses in the vicinity of the development from overspill parking on the public highway in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

21. Prior to commencement of the development hereby permitted, a full drainage philosophy plus layout and calculations will need to be provided for consideration and approval. The philosophy should include the existing drainage scenario, the proposal for the site drainage detailing the use of sustainable drainage systems and any proposed connections to a Thames Water sewer with confirmation of their approval and allowable discharge rate.

Reason: To ensure that the proposal is provided with a satisfactory means of drainage and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

22. Prior to commencement of the development hereby permitted, full details of surface water drainage including the use of SuDs and its future maintenance have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the approved surface water drainage has been constructed. The drainage shall be maintained thereafter in accordance with the approved maintenance scheme.

Reason: To ensure that the proposal is provided with a satisfactory means of drainage and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

23. Prior to the commencement of the development, details of the 2 electric vehicle charging bays in the basement car park, including specification, location and timescales for installation, shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging bays and points shall be installed, maintained and retained in accordance with the approved details.

Reason: To promote electrical vehicle car use and to offset the additional emissions associated with the development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

24. The development shall not be started on site before the applicant has submitted detailed drawings of the basement car park and access ramp demonstrating that the basement car park has been designed in accordance with the Institution of Structural Engineers Design Recommendations for Multi-Storey and Underground Car Parks (the most recent edition). Details must be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of ensuring a safe and efficient design of the basement car park to ensure that the car park operates at its full capacity for the occupiers of the development and to protect the amenity of residents and other land uses in the vicinity of the development from overspill parking on the public highway in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

PHASE 1 - Development works shall not commence until a Phase 1 Desk Study has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

25. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

26. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

27. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full validation report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.
REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

Informatives required:

- 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.
- 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.
- 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.
- 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.
- The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of a crane, scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
- 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.
- 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.
- As part of the structure will support the highway the applicant must enter into a Support Structure Agreement with the highway authority.