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| Registration Date: | 21-Dec-2016 | Application No: | S/00672/001 |
| Officer: | Christian Morrone | Ward: | Wexham Lea |
| Applicant: | Mr. Mike Broom, Slough Borough Council | Application Type: | Major |
| | | 13 Week Date: | |
| Agent: | Derek Hampshire, The AED Practice Rockwell House, Wartling Hill, Wartling, East Sussex, BN27 1RY | | |
| Location: | Garage Site R/O, 7-9, Mansel Close, Slough, Berkshire, SL2 5UG | | |
| Proposal: | Removal of residential garages and construction of 2 pairs of 3 bedroom semi-detached houses to provide 4no new dwellings; and associated works. | | |

Recommendation: Delegate to the Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, and comments from consultees and neighbours, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to consideration of any requirements from Thames Water, the Council's Tree Officer, and finalising conditions.
- 1.2 Under the current constitution this application is being brought to Committee for decision as it is a Council application for which objections have been received.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for 2 pairs of semi detached dwellings comprising a total of 4no. 3 bedroom dwellings at two storeys in height, with associated parking for each dwelling. The red-line site originally accommodated 17 garages, many of which have since been demolished.
- 2.2 Each of the proposed buildings would measure approximately 10.2m wide, depth of 11.6 deep, 5.1 metres to the top of the eaves, and 8.3 metres to the top of the hipped roof.
- 2.3 8no. parking spaces (2 per dwelling) are proposed to the front of the dwellings, with vehicular access from Mansel Close by using the existing vehicular access used to access the garage site.

3.0 **Application Site**

- 3.1 The application site is located to the rear of Mansel Close and Almons Way with an access off of Mansel Close. The site currently has the capacity for 29 garages although the site is generally in a run down condition with many of the garages in a bad state of repair and others that have been demolished. It is proposed to build the proposed buildings on the southern part of the site backing onto the residential properties in Hillersdon. This part of the site has since been fenced-off by the Council and is no longer accessible to the public or for private parking.
- 3.3 The surrounding area consists of a mixture of mostly terraced and semi detached residential properties. The area is residential in its nature.

4.0 **Site History**

- 4.1 S/00672/000: ERECTION OF 2 NO. PAIRS OF THREE BEDROOM TWO STOREY SEMI DETACHED DWELLINGS WITH ASSOCIATED PARKING

AND LANDSCAPING FOLLOWING DEMOLITION OF EXISTING GARAGES.
Approved with Conditions on 23 May 2012. **[Not implemented and now expired]**

5.0 **Neighbour Notification**

5.1 20, Almons Way, Slough, SL2 5UE, 22, Almons Way, Slough, SL2 5UE, 3, Hillersdon, Slough, SL2 5UF, 15, Hillersdon, Slough, SL2 5UF, 16, Almons Way, Slough, SL2 5UE, 18, Almons Way, Slough, SL2 5UE, 13, Mansel Close, Slough, SL2 5UG, 15, Mansel Close, Slough, SL2 5UG, 17, Mansel Close, Slough, SL2 5UG, 34a, Almons Way, Slough, SL2 5UE, 19, Mansel Close, Slough, SL2 5UG, 7, Hillersdon, Slough, SL2 5UF, 11, Hillersdon, Slough, SL2 5UF, 11, Mansel Close, Slough, SL2 5UG, 12, Mansel Close, Slough, SL2 5UG, 28, Almons Way, Slough, SL2 5UE, 10, Mansel Close, Slough, SL2 5UG, 14, Almons Way, Slough, SL2 5UE, 12, Almons Way, Slough, SL2 5UE, 9, Mansel Close, Slough, SL2 5UG, 8, Mansel Close, Slough, SL2 5UG, 30, Almons Way, Slough, SL2 5UE, 1, Hillersdon, Slough, SL2 5UF, 24, Almons Way, Slough, SL2 5UE, 10, Almons Way, Slough, SL2 5UE, 13, Hillersdon, Slough, SL2 5UF, 5, Mansel Close, Slough, SL2 5UG, 7, Mansel Close, Slough, SL2 5UG, 5, Hillersdon, Slough, SL2 5UF, 9, Hillersdon, Slough, SL2 5UF, 32, Almons Way, Slough, SL2 5UE, 3, Mansel Close, Slough, SL2 5UG, 1, Mansel Close, Slough, SL2 5UG, 26, Almons Way, Slough, SL2 5UE, 24a, Almons Way, Slough, SL2 5UE

One letter of objection along with a petition signed by 11 residents have been received with summarised comments about the following:

- Increase in traffic resulting in additional noise and air pollution
- Reduction in parking spaces
- No access for emergency vehicles
- Impact on residents from construction works
- Vehicles damaging property adjacent to the access road

[Case Officer Response: these issues are taken into consideration further below within the relevant parts of this report].

6.0 **Consultations**

6.1 **Local Highway Authority**
Vehicle and Pedestrian Access

- There are no proposed changes to the existing access which was measured to be 2.75m wide;
- The minimum width of an access road under manual for streets 1 guidance is 2.75m;
- This is the only pedestrian and vehicle access to the site and therefore pedestrians have no alternative to using this access;
- The two neighbouring properties have built boundary walls hard up to the

boundary of the access road meaning that there is no safe waiting space for pedestrians if a vehicle approaches from either end when pedestrians are using the path;

- The access road is 36m long and will take circa 28 seconds (1.3m per second) to walk up and down, so vehicles will have to wait for pedestrians to complete the link before starting to enter the access road;
- The proposed scheme involves a mix of residential use and garage use. Most garages are no longer used by local residents for parking their cars as the primary parking location. Most garages are used for storage, with people arriving and departing by car. If the whole site was to be developed for residential use then there would be a greater amount of shared responsibility to drive in a controlled and appropriate manner along the access road. That shared responsibility is weakened with the mix of uses;
- No tracking has been submitted in support of the application to demonstrate what type and length of vehicle can turn into and out of the site access;
- It is unlikely that a removal lorry, refuse vehicle, furniture delivery vehicle (beds/sofas/wardrobes etc), white goods /electrical goods delivery vehicles would be able to negotiate the tight turn into the access, as the applicant has not demonstrated this application is not acceptable;
- It is unclear at this stage as to whether construction vehicles would be able to access the site and therefore it has not been demonstrated that this scheme can be built;
- Parking restrictions (double yellow lines) would need to be implemented on both sides of Mansel Close to ensure access to the site was available by longer vehicles than a private car at all times. This would lead to a loss of parking for local residents;
- This site was previously granted planning consent with the access road widened to circa 4m, widening of the access road is necessary and therefore as currently proposed the application should be refused;

Refuse and Servicing

- There is enough space on each property to accommodate bins towards the rear;
- A bin collection point is located on the northeast corner of the site, which is approx. 36m from the public highway. This is not acceptable, as per Slough Developers Guide Part 4, the drag distance for bins from the bin store to the public highway should not exceed more than 25m.
- There is insufficient space on the access road to accommodate a refuse collection point and therefore the proposed development is unacceptable and should be refused.

Vehicle Parking

- In accordance with local parking standards, a minimum of 2 parking spaces are required for each house, therefore 8 spaces in total and thus what is proposed is acceptable for the proposed dwellings;

- The former use of this site was for garages for the houses and flats in this area and therefore the loss of these garages and hard-standing area will be a loss of amenity for the existing residents. However there are a further 10 spaces located to the north of the site for existing adjoining residents, and this is acceptable.

Cycle Parking

- Plans indicate that each property has a 2x1m shed in the garden which can be used as a cycle store.

Drainage

- Surface water from the new roof area and any additional hard paved areas shall not drain onto the public highway or into the existing highway drainage system

Highways Recommendation

The application should be refused for the following reasons:

1. The layout as submitted is unacceptable as the refuse collection points exceeds the maximum permitted walk distance of 25m for refuse collection operatives as set out in Developers Guide Part 4 and as such would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
2. The access serving the site is inadequate by reasons of its width to serve the proposed development with safety and convenience. Delivery and services would not be able to access the site which would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

6.2 **Thames Water**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.3 **Drainage Engineer**

Surface water from the new roof area and any additional hard paved areas shall not drain onto the public highway or into the existing highway drainage system

6.4 **Neighbourhood Protection / Environmental Services**

No comments received. Should any comments be provided they will be reported on the amendment sheet.

6.5 **Contaminated Land Officer**

Although there is no significant potentially contaminative land use associated with the site, the proposed development is located within 250m of a historic landfill. As such, further assessment of the risks from ground gases or incorporation of ground gas protection measures in the new dwellings might be required.

Based on the above, the usual conditions are recommended.

6.6 **Tree Officer**

The proposal would have a significant impact on the neighbouring trees to east as their crowns would need to be significantly reduced affect their amenity value. Furthermore, the proposed footprint would within the root protection zone of these trees and therefore would damage their long term health.

6.7 **Waste & Environment**

The 35 metre drag distance exceeds what is normally undertaken by collectors. However, in this instance it is accepted that no other access arrangements can be achieved to safely reduce this distance. Furthermore, the site is blighted from fly-tipping which requires us to access the site from time to time. As such, an exception to the rule is acceptable here.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 **National Planning Policy Framework 2012 and Planning Practice Guidance:**

Core Policies - Achieving sustainable development

Chapter 4: Promoting sustainable transport

Chapter 6: Delivering a wide choice of high quality homes

Chapter 7: Requiring good design

Slough Local Development Framework Core Strategy 2006-2026

Development Plan Document Adopted 2008 policies:

- 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)

Local Plan for Slough March 2004 policies:

- H13 – Backland/Infill Development
- H14 - Amenity Space
- EN1 – Standard of Design
- EN3 – Landscaping
- T2 - Parking

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

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on visual amenity
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Impact on Trees
- Crime Prevention
- Highways and parking

8.0 **Principle of development**

8.1 Due to the suburban location, Core Policy 4 requires the provision of family housing. Officers consider the proposal meets the criteria to qualify as family

house as defined by the Core Strategy, which requires a minimum of two bedrooms, 76sqm, and a private rear garden. Furthermore, the proposal would not result in the loss of any family housing. Based on the above, the proposal complies with Core Policies 3 and 4 of the Slough Core, and the principle of new housing in this site is acceptable.

9.0 **Impact on Visual Amenity**

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.

9.4 The design of the proposed dwellings at two storeys in height with hipped roof is similar to the design of other properties in the area and is in keeping with the street scene and would be in keeping with the existing properties that surround the applicant site. As the area is characterised by terraced and semi detached properties it is considered that the creation of semi detached properties is acceptable in principle.

9.5 The proposed buildings would not be visible within the street scene as they would be surrounded by existing properties and would only be visible from the

existing private access way. The proposed dwellings will sit well within the site with the northern part of the site retaining the existing garages and not overly dominating the site. The proposed buildings will be in keeping with other surrounding properties and will fit well and improve the character of surrounding area replacing an existing run down garage block. The provision of housing here will also dissuade fly-tipping on the in this area which has further downgraded the appearance of the site.

- 9.6 A condition can be attached to any permission to agree materials prior to the commencement of the works to further ensure that the buildings will be in keeping with the surrounding area.
- 9.7 Based on the above, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN2 and H13 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012
- 10.0 **Impact to neighbouring residential properties**
- 10.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.
- 10.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that *“The design of all development within existing residential areas should respect the amenities of adjoining occupiers.”*
- 10.3 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 10.4 The flank elevations of the proposed buildings would be set approximately 18m (min from the rear of the properties in Mansel Close and 23m (min) from the rear of the properties in Almons Way. These distances are in excess of the recommended flank wall to rear wall distance of 15m and would ensure that the surrounding properties in these roads will not have an adverse impact in terms of loss of light, loss of privacy or being overbearing.
- 10.5 The rear elevations of the proposed buildings would be set approximately 30m from the rear of the properties in Hillersdon. This distance is in excess of the recommended rear wall to rear wall distance of 21m and will ensure that the surrounding properties in Hillersdon will not have an adverse impact in terms of loss of light, loss of privacy or being overbearing, and ensures that the privacy to rear amenity area will also be protected.
- 10.6 The proposed parking to the rear boundary of the properties in Almons Way will not result in any loss of amenity to neighbouring property as there will not

be constant vehicle movements and would be not adversely affected more so than the current situation with vehicles using the garages on the site. The proposed access road will not have a detrimental impact as it runs between the two proposed existing buildings that already have an access road between them and the reduced number of trips resulting from the proposals, due to the reduction in the number of garages and the increased width of the access way by 1.2m, will improve this situation.

10.7 No objection is therefore raised in terms of the impacts on adjoining residential properties as the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

11.0 **Living Conditions and Amenity Space for residents**

11.1 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

11.2 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities. This policy is further backed up with the Councils Guidelines for the Provision of Amenity Space around Residential Dwellings.

11.3 The proposed dwellings would have acceptably sized internal spaces that would comply with the Council's guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook. Furthermore, the dwellings would be served by gardens of a size that would comply with Council guidelines

11.4 The proposal is considered to be in accordance with guidance given in NPPF, and Policy H14 of the Adopted Local Plan in terms of amenity space requirements.

12.0 **Impact on Trees**

12.1 The Council's Tree Officer has raised concerns over the impact the proposed foundations and superstructure would have an impact on the roots and crown on the trees within the neighbouring gardens to the east. The application form and plans indicate these trees would be removed, however, as they are not in the ownership of the applicant and no agreement with neighbours has been received, their removal can not be certain.

12.2 The Council's Tree Officer has stated that one of the neighbouring trees provides a good contribution to the amenity of the area. As discussed above,

the proposal would have a significant impact on these trees either by virtue crown reduction, or root damage. As such, it would be appropriate to seek mitigation in the form of a new tree and landscaping which can be accommodated towards the northern end of the parking area where there is an existing tree which according to the Council's Tree Officer is in poor health. This may require the parking spaces to be moved southwards slightly which can be negotiated before approval.

12.3 Should the owners of the neighbouring properties reject to remove the affected trees then an appropriate foundation system would need to be introduced to mitigate the impact, which can be secured by condition. In the case of the trees remaining, permission from the neighbouring property owners would not be required to reduce the crown with land owned by the applicant.

13.0 **Crime Prevention**

13.1 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.

13.2 Within the previous determination for this scheme it was found that 'the proposed access way and car parking area is well overlook and has good natural surveillance to combat any possible anti social behaviour'. The provision of further housing and appropriate lighting on the site would improve this, and therefore, requirement Secured by Design would not be appropriate in this instance.

14.0 **Highways and Parking**

14.1 The NPPF outlines that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. In considering developments that generate significant amounts of movements, Local Authorities should seek to ensure they are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans and decisions should take account of whether improvements can be taken within the transport network that cost-effectively limits the significant impact of the development. The NPPF supports the adoption of local parking standards for both residential and non-residential development and also states that development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians.

14.2 Paragraph 32 of the NPPF states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

14.3 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.

- 14.4 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 14.5 This proposal provides 2 parking spaces for each unit which complies with the adopted parking standards. It was concluded with the previously approved planning application that the over trips to/from this site would be reduced, which has been supported by the applicants transport statement.
- 14.6 Within the previously approved scheme (ref. S/00672/001), alterations were negotiated to widen the access road to 4 metres and be constructed as a vehicular crossover with brick pavers. These changes were considered to be needed to allow access for emergency and service/delivery vehicles and to give pedestrians a sense of priority over vehicles. This current application does not propose to widen the access road as the residential properties each side of the access have extended their dwellings to abut the access road. The applicant therefore asserts it is not possible to widen the access road. Based on the width of the road, the Local Highway Authority has objected to the proposal due to delivery and service vehicles being unable to access the site.
- 14.7 Although it is accepted the width of the access road does not meet the standard for larger vehicles, the access is wide enough for cars and smaller delivery vehicles. The fact that the access road does not meet the standard for a limited number of vehicles is not considered to result in impacts that are severe and it is unlikely that as a reason for refusal it would be sustained if appealed. Planning Officers consider the harm can be identified as the following:
- **Disruption in the flow of traffic** - Service/delivery vehicles to four new properties resulting in stopping/waiting on the adopted highway to access the properties, resulting in potential obstruction of the highway and causing disruption in the flow of traffic.
- 14.8 Other issues identified by Officers but not included in the local highway authority's reasons for refusal include:
- **Pedestrian safety** - The shared vehicular and pedestrian access would have an impact on the safety of pedestrians accessing the proposed dwellings. Although this is an existing access which is currently utilised by both pedestrians and vehicles accessing the garage site, the inclusion of housing within the site would result in more vulnerable users (children, elderly, wheelchairs, pushchairs, etc)

using the access. As there are a number of garages remaining at the site, there is potential conflict between the more vulnerable users and the vehicles.

- **Occupier emergency response** – the width of the access road would not accommodate fire or ambulance emergency vehicles, potentially causing a delay in emergency response times to the dwelling houses.

- 14.9 In identifying the potential harm caused by the proposal, any mitigation factors need to be included in order for Officers to weigh the significance of the potential harm caused, which is carried out below.
- 14.10 The local highway authority reasons for refusal relate to the potential obstruction of the highway and causing a disruption in the flow of traffic. Firstly, this significance of this impact should be considered in context of the roadway that would be affected which is a 'no-through road' serving residential housing. Secondly, the proposal is for 4no. dwellings, so the number of vehicle movements involved would be less than the previous garage site.
- 14.11 The Council's Waste Services team has confirmed that their bin collectors will manually collect and return bins from the proposed collection point which is well within the site. Planning Officers consider the additional time waiting on the adopted highway which is a no-through road by the refuse truck would not lead to an extended or substantial hold up in the flow of traffic in the street, and therefore would result in severe harm.
- 14.12 With regard to deliveries, it is accepted that due to internet shopping, deliveries to domestic properties within the borough has significantly increased in recent years. According to the submitted transport statement and the local highway authority response, smaller delivery vehicles should be able to access the site with some careful manoeuvring. Larger delivery vehicles would need to park in Mansel Close and manually deliver goods along the access road. This would result in larger vehicles parking in Mansel Close, which they currently need to do to serve the existing houses in the street. In order to serve an additional 4no. dwellings, the additional occurrence and additional waiting time would not lead to an extended or substantial hold up in the flow of traffic in the street, and therefore would result in severe harm.
- 14.13 Planning Officers consider pedestrian safety issues can be somewhat mitigated by introducing appropriate safety/speed calming measures such as road markings/block paving indicating it's a shared surface with pedestrian priority and speed bumps on at each end.
- 14.14 With regard to emergency vehicle access, the dwellings can be fitted with a sprinkler system to help mitigate any lag in fire response. Furthermore, the plans indicate a fire hydrant approximately 75 metres from the furthest proposed dwelling. This is considered by Officers to be acceptable to mitigate any

unacceptable fire risk. Regular Ambulance vehicle would also not be able to access the front doors of the proposed dwelling. Although undesirable, this is common in many flatted developments within the borough where the Ambulance vehicles are unable to access the front doors, resulting in a lag similar in nature, particularly to the upper floors. As such, Officers consider the access for Ambulance vehicles would not be significantly different to existing flatted development within the borough.

14.15 Based on the above, Planning Officers consider the proposal would not wholly comply with planning policy in terms of larger service/delivery vehicles and pedestrian access; however no substantial harm has been identified. Furthermore, the harm identified above needs to be balanced against the benefits of the proposal, which is summarised below.

15.0 **Planning Conclusion**

15.1 As described above, the potential harm has been identified due to the narrow width of the access road. The benefits of the proposal include providing 4no. family houses of which there is a need within the borough, and improving the visual amenity and natural surveillance of the site itself. On balance, Planning Officers consider that the identified adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. As such, this application is recommended for approval.

16.0 **PART C: RECOMMENDATION**

16.1 Having considered the relevant policies set out below, and comments from consultees and neighbours, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to consideration of any requirements from Thames Water, the Council's Tree Officer, and finalising conditions.

17.0 **PART D: LIST CONDITIONS AND INFORMATIVES (TBC)**

1. Commence within three years

The development hereby permitted shall be commenced within three years of 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. Drawing numbers

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- a) Drawing No. SB1615/PL01 Rev A, Dated 09/12/2016, Recd 19/12/2017
- b) Drawing No. SB1615/PL03 Rev A, Dated 09/12/2016, Recd 19/12/2017
- c) Drawing No. SB1615/PL04 Rev D, Dated 15/12/2016, Recd 19/12/2017
- d) Drawing No. SB1615/PL05 Rev B, Dated 15/12/2016, Recd 19/12/2017

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.

3. Phase 1 Desk Study and Preliminary Risks Assessment

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) and Preliminary Risk Assessment (PRA).

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.

4. 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.

5. 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.

6. Remediation Validation

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.

7. Samples of materials

Samples of external materials (including, reference to manufacturer, specification details, and positioning) to be used in the construction of external envelope, access road, pathways and communal areas 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. Notwithstanding the submitted plans, an increase in brickwork to the external envelope of the dwellings hereby approved (such as to the ground floors) would be required.

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.

8. Submission of tree protection or confirmation of neighbour tree removal

No development shall commence until either:

- a) tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.
- b) The trees within the neighbouring properties have been removed.

REASON To ensure proposed development would not cause unwarranted damage to the long term health of the neighbouring trees.

9. Landscaping Scheme

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

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority. No house shall be occupied until its associated boundary treatment has been constructed in accordance with the approved details.

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

10. Drainage philosophy (TBC)

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

11. Surface water discharge agreement (TBC)

Surface water discharge from the site will be restricted to 5 litres per second. A 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:

12. 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 writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in

surrounding residential streets.

13. Working Method Statement

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) protection of adjoining trees
- (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.

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.

14. External site lighting

No development shall be occupied until a scheme for external site lighting including details of the lighting units, levels of illumination and hours of use has been submitted to and approved in writing by the Local Planning Authority. 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.

15. Contaminated Land

TBC

REASON: To ensure that any ground and water contamination is identified and adequately assessed and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

16. Pedestrian safety details

No part of the development shall be occupied until pedestrian safety details and appropriate traffic calming features have been submitted to and approved in writing by the local planning authority. The approved details shall be completed prior to first occupation and retained and maintained thereafter to the satisfaction of the local planning authority.

Reason: To ensure that adequate pedestrian access to the development and in the interest of road safety in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008 and the requirements of the National Planning Policy Framework 2012.

17. Boundary Treatment

Before the dwellings hereby approved are occupied, a suitable means of enclosure of 1.8 metres high timber fence as shown on Drawing No. SB1615/PL04 Rev D, Dated 15/12/2016, Recd 19/12/2017 shall be erected along the site boundaries and the said boundary shall be maintained in its permitted form in perpetuity.

REASON To safeguard the visual amenities of the locality and the privacy and amenity of adjoining properties, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

18. Removal of Permitted Development rights – outbuildings

Notwithstanding the terms and provisions of the Town and Country Planning General Permitted Development England Order 2015 (or any order amending or revoking and re-enacting that Order), Schedule 2, Part 1, Class E no buildings greater than 15 cubic metres shall be erected, constructed or placed on the site without the express permission of the Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size of property and location of the development, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

19. Removal of Permitted Development rights - extensions

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

Local Planning Authority.

REASON In the interest of residential amenity in particular retaining gardens that are small for the size of property and location of the development, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

20. No additional windows

No window(s), other than those hereby approved, shall be formed in the northern or southern side elevations 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 Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

21. Obscure non-opening glazing

The first floor windows in the in the northern and southern side elevations of the development hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m internal floor height) only.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

22. Refuse and recycling

The approved refuse and recycling 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 EN 1 of The Local Plan for Slough 2004.

23. Cycle parking

The approved cycle parking shall be completed prior to first occupation of the development and 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.

24. Car parking

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

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004

INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. 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.
2. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.
3. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.
4. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
5. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.
6. Highways:

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.

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 scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

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.