

Registration Date:	23-Jan-2017	Application No:	P/01347/006
Officer:	Mark Doodes	Ward:	Central
Applicant:	Skylight Slough LLP	Application Type:	Major
		13 Week Date:	24 April 2017
Agent:	Miss Eleanor Smith, Danks Badnell Architects Ltd Kings Stables, 3-4, Osbourne Mews, Windsor, Berks, SL4 3DE		
Location:	288-290, High Street, Slough, SL1 1NB		
Proposal:	Redevelopment of site to provide 12no. flats. A2 and A3 commercial units to be remodelled.		

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 be delegated to the Planning Manager for approval, subject to revised drawings, consideration of consultation responses and finalising of conditions.
- 1.2 This application has been referred to the Planning Committee for consideration as the application is for a major development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for the proposed redevelopment of an existing two storey building currently comprising A2 and A3 commercial units on the ground floor with B1(a) offices on the first floor.

- 2.2 The proposal involves the removal of the existing first floor level of the original building and the erection of five floors of residential accommodation above the existing ground floor.

- 2.3 The proposed building would front on to the High Street and would provide 154m² of Class A3 use on the ground floor and 12 flats on the five floors above consisting of 4 no. one bedroom flats and 8 no. two bedroom flats (Class C3).

- 2.4 There is no parking provided. Cycle parking and bin storage is provided on the ground floor level. There is an access to the rear leading to Hatfield Road, over which the landowner has an unfettered right of way to pass and repass.

- 2.5 No Affordable Housing is proposed or required (Core Policy 4 requires the provision of affordable housing for all sites over 15 dwellings and 12 are proposed).

3.0 **Application Site**

- 3.1 The site is a rectangular site on the southern side of the High Street. The site is of no particular architectural merit and is a 1960's purpose built two storey building. This part of the Town Centre is varied in form and use, and buildings vary in size, height and design. The site itself is amongst the smaller buildings in the area.

- 3.2 On one side of the site is a purpose built office block (292-294 High Street) the nearest part of which is approximately 1m higher (although it should be noted that the main tower, set back from the frontage, is considerably higher, consisting of 10 floors) and on the other side a building (278-286 High Street)

which is approximately 10.5m higher.

- 3.3 The rear of the site is accessed from Hatfield Road, only part of which is adopted. The boundary of the private road section is to the immediate west of the site. The boundary between adopted and private road is evident on-site and photographs will be made available to committee. The remainder of Hatfield Road is essentially a service road for the town centre with car parking and other servicing features. It is fair to describe the private section of this road as being in a poor state of repair. Aside from the recent consents for residential uses nearby, there are no dwellings along this stretch of Hatfield Road.
- 3.4 There are a number of properties nearby which have prior approval consents for office to residential conversion. Of particular note is the Galliard scheme (292-298 High Street) to the south of the site which was for an office to residential conversion providing a development of 90 1-bed flats (approved 25 July 2016 under planning reference F/15921/003).
- 3.5 The surrounding area is considered to comprise a mix of commercial and residential uses. The site is situated inside the Town Centre area and within an area designated as shopping centre, within the secondary shopping area.

4.0 **Site History**

- 4.1 None of the site history is considered to be relevant to these proposals.

5.0 **Neighbour Notification**

- 5.1 307, High Street, Slough, SL1 1BD,
Flat 1, 307, High Street, Slough, SL1 1BD,
305a, High Street, Slough, SL1 1BD,
305b, High Street, Slough, SL1 1BD,
311a, High Street, Slough, SL1 1BD,
Langhams Estate Agents, 301, High Street, Slough, SL1 1BD
292a, High Street, Slough, SL1 1NB, Fujitsu Ltd,
292-298, High Street, Slough, SL1 1NB,
Contract Options, 294, High Street, Slough, SL1 1NB,
Slough Museum, 278-286, High Street, Slough, SL1 1NB,
1 – 16, Regional House 278-286, High Street, Slough, SL1 1NE,
Thai Orchid, 292, High Street, Slough, SL1 1NB,
British Heart Foundation, 303, High Street, Slough, SL1 1BD,
Top Cut Hair Salon, 305, High Street, Slough, SL1 1BD,
Euro Food & Wine, 309, High Street, Slough, SL1 1BD,
311, High Street, Slough, SL1 1BD, Thames Central, Hatfield Road, Slough,
SL1 1QE,
Anthony Cant Ltd, 290, High Street, Slough, SL1 1NB,
Mycom Uk Ltd, Hatfield Road, Slough, SL1 1QE,
Zensar Technologies Uk Ltd, Hatfield Road, Slough, SL1 1QE,
G L Noble Denton, Hatfield Road, Slough, SL1 1QE

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site and the application will be advertised in The Slough Express.

- 5.2 One representation received by email (no address provided) citing a number of private matters relating to a lease signed in 2012 for one of the commercial units. The redevelopment of the site will conflict with this lease, but this is not a material planning consideration and is a private matter between the two parties to resolve. The representation also raises concerns with the refuse and bins areas, noise, disabled access and lack of parking.

Please refer to the report below regarding the matters raised.

6.0 **Consultation**

6.1 Transport and Highways

“A planning application has been submitted for the proposed rebuilding of the first floor of the existing building and construction of 4no. additional floors to provide 12no. flats (4 x 1-bed and 8 x 2-bed) along with alterations to the ground floor A2 and A3 units. The existing building has a canopy overhanging the public highway, but this is to be removed as part of the proposed development.

Red-Line Area

- The red-line area has now been amended to cover the service yard to provide access to the public highway

Vehicle and Pedestrian Access

- No vehicle parking is being provided, but the ground floor retail units as will the refuse collection from the flats above;
- Despite being requested to do so the applicant has not discussed the proposed scheme with the adjoining landowner so there is insufficient space to manoeuvre bins out of the bin store;
- Pedestrian access will be from the High Street;

Trip Generation

- No trip generation analysis has not been carried out as part of the planning application;
- There is a reduction in commercial floor area and this is likely to balance out the increase in residential use above therefore the trip generation is likely neutral.

Vehicle Parking

- As the site is located in the town centre, in line with the Slough Local Plan, the minimum parking requirement is nil;
- To ensure residents do not park on the surrounding streets which would lead to a loss of amenity to existing town centre residents, a condition should be added making them ineligible to receive on-street parking permits in any existing or future scheme.

Cycle Parking

- The plans show a cycle storage area located on the ground floor towards the rear of the site, however it is unclear on what type of cycle parking it provides.
 - The application states that double height cycle storage is provided allowing for 1 cycle space per unit, however it can be seen from the designs that 4 Sheffield stands are provided, resulting in 8 total cycle parking spaces;
 - The applicant should be providing individual cycle stores measuring 2m x 1m for each unit as there is no other alternative for travel to the site and there will be additional demand created;
- Revised plans should be provided at this stage The applicant would need to provide clarification on the type of cycle parking provided, with amended plans specifying provisions of at least 12 cycle parking spaces. This to be secured via condition.

Refuse and servicing

- One 360 litre bin and two Eurobins are proposed for the development. This is acceptable as Slough Developer's Guide Part 4 states 97 litres of storage for residual waste and 53 litres for recycling waste should be provided for each flat, therefore the three bins provided are accepted.
- The bins are to be stored on the ground floor towards the rear of the site. The plans show that the refuse store will have a rear access point onto Hatfield Road, however this would need to be altered as it would be difficult to manoeuvre the bins out of storage through this access.
- The scheme for the adjoining development, which has planning approval and is under-construction shows vehicle parking obstructing the bin access to the proposed development. As it currently stands the proposed development does not have bin access to the rear car park. The architect was made aware of this but has failed to address it;
- The rear access door needs to be widened to ensure that all the bins are able to be wheeled in and out of the refuse store easily.
- It is advised that refuse provisions for the A2 / A3 commercial units should be provided separately. These are not shown on the plans and as the applicant has not right to store bins within the rear car park the proposed scheme is currently unacceptable on refuse storage;

Construction Management

- A construction management plan should be secured as a condition.

Recommendation

No Highway objection subject to the applicant must prepare a revised drawing showing:

- the residential refuse store with a suitable entrance door to Hatfield Road;
- a separate, designated refuse store for the commercial use, should be provided.
- Revised cycle parking layout with individual stores for each unit."

6.2 Environmental Protection

No objection, subject to conditions relating to;

- 1) Phase 1 desk study due to brownfield site
- 2) Phase 2 intrusive study method statement (subject to Phase 1 raising matters requiring further investigation)
- 3) Phase 3 risk assessment and remediation strategy (relating to the above)
- 4) Phase 4 - Remediation validation

6.3 Planning Policy

“The proposal is for redevelopment of the site to provide 12 flats, A2 and A3 *commercial units to be remodelled.*

The site falls within the town centre boundary and therefore flats in this location comply with Core Policy 4 of the Core Strategy for Slough. The retail units are being modelled which is acceptable as there is no loss of retail floorspace.

The proposed development is located within a highly sustainable location within easy walking distance of shops and transport facilities. Furthermore it makes efficient use of previously developed land, in providing a mixed use scheme which is consistent with the principle of Core Policy 1 of the adopted Core Strategy and the National Planning Policy Framework (NPPF).

For the reasons outlined above I would recommend that the application is approved.

It is however essential that the proposal is found to be acceptable on other grounds (design, traffic, access etc).”

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework (2012) and the Planning Practice Guidance

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, Adopted December 2008

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density
Policy H14 – Amenity Space
Policy EN1 – Standard of Design
Policy EN5 – Design and Crime Prevention
Policy S8 – Primary and Secondary Frontages
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

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.

Other relevant documents

- Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
- Slough Local Development Framework Proposals Map
- Slough Borough Council Developer's Guide Parts 1-4
- Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)
- Guidelines for Flat Conversions (April 1992)

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Relationship with and potential impact on neighbouring properties;
- 4) Amenity space for residents; and
- 5) Parking and highway safety.

8.0 **Principle of Development**

8.1 Core Policy 1 of the Core Strategy sets out the overarching spatial strategy for development within the Borough. This states that proposals for high density housing, intensive employment generating uses, such as B1(a) offices, and intensive trip generating uses, such as major retail or leisure uses, will be located in the appropriate parts of Slough town centre.

8.2 Core Policy 4 of the Core Strategy sets out the Council's approach to the consideration of proposed housing development within the Borough. This states that high density housing should be located in Slough town centre and as the site is in Slough Town Centre, flats are considered acceptable in principle. It is a well established regeneration principle that the provision of new high density housing in such locations assists in wider regeneration objectives by promoting a night time economy which provides further employment and footfall to the Town Centre.

8.3 Core Policy 6 seeks to retain retail uses in the shopping area of Slough Town Centre to maintain the attractiveness of the shopping centre. At present the building contains 147m² of Class A2 floor space, and 107m² of Class A3 floor space, so currently there is a total retail floor space of 254m² on the ground floor.

8.4 The proposed development would provide 154m² of Class A3 floor space and therefore would retain a large proportion of retail floor space at ground floor level, incorporating a shop front. As such no objection is raised concerning detrimental impact on the vitality and appeal of the town centre.

8.5 Accordingly, the proposal is considered acceptable in principle, subject to compliance with the councils policies.

9.0 **Design and Impact on the Street Scene**

9.1 Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy states that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.

9.2 The proposed building would be six storeys and have a height of approximately 18m. It would be constructed of a range of modern materials including glazed

tiles, pressed metal and dark grey render. The roof will be of a mansard style and will be made using a bronze standing seam finish. There will be no brick or concrete used. Windows will be aluminium framed. Protruding balconies are proposed to the rear. No windows are proposed on the side elevation.

- 9.3 It is considered that the materials proposed would be a welcome addition to this part of the High Street and will add visual character and amenity to the vicinity. It was not considered necessary to emulate the existing or nearby materials, the variation is a welcome high quality change, a condition has been recommended requiring samples of materials.
- 9.4 The overall bulk and mass is very similar to the neighbouring building. The building will be approximately 800mm higher than 276-286 High Street and approximately 10.6m higher than the nearest part of the adjoining building 292-294 High Street, although it will be lower than the main tower part of that building.
- 9.5 Turning to noise matters, it is considered that the rooms within the proposed flats would be satisfactorily arranged to limit the potential for noise disturbance. Details of noise insulation can be covered by condition.
- 9.6 With regard to light provision, the windows serving habitable rooms are considered to be of an acceptable size and appropriately positioned.
- 9.7 The proposal would be of a high quality design and appearance. The proposed development is considered to be acceptable in design and street scene terms and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

10.0 **Relationship with and potential impact on neighbouring Properties**

- 10.1 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. This policy also states that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers. The main areas of concern regarding the potential impact of the proposed development on adjoining occupiers are with respect to the relationship of the proposed development
- 10.2 It is considered that the main area for consideration would be with respect to separation distances between the neighbouring Galliard Homes flatted development by means of Prior Notification application and resultant overlooking, overshadowing and overdominance. The proposed flank elevation is separated by approximately 9m from the Galliard scheme. There are no side facing windows in the Galliard scheme or in the proposed scheme therefore there would be no overlooking or loss of privacy between the properties.
- 10.3 The proposed development would be acceptable having regard to the relationship of the proposal with the properties opposite.
- 10.4 It is considered that the proposed development would be acceptable and would

comply with Core Policy 8 of the Core Strategy and the National Planning Policy Framework.

11.0 **Amenity Space for Residents**

11.1 Overall the flats are considered to be of a good standard of living space and to raise no concerns as regards the internal space provided. Balconies would be provided to the rear for use by future occupiers of half of the units.

11.2 The design of the proposed balconies will be amended to Juliet balconies to ensure that the residential activity is retained within the curtilage of the flats and therefore would not result in a detrimental visual impact to this part of the high street.

11.3 It is considered that the proposal would comply with Core Policy 8 of the Core Strategy, Policy H14 of The Adopted Local Plan for Slough and the National Planning Policy Framework.

12.0 **Parking and Highway Safety**

12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

12.3 The existing building is located within the town centre as shown on the Proposals Map. As such there is a wide range of alternative transport options open to the occupants that will support no parking being provided.

12.4 The location within the Town Centre means that parking does not need to be provided and cycle storage is provided securely onsite.

12.5 Given the sustainable location of the site where travel by means other than the private car should be encouraged and supported, the proximity of the site to the railway, bus station, car hire schemes and cycle routes are satisfactory and conditions are recommended.

13.0 **Process**

13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The concerns arising in connection with the previously withdrawn scheme were discussed with the applicant and changes have been made. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework at paragraph 187.

14.0 **Summary**

- 14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations. The proposals are considered to assist in meeting housing supply figures and provide regeneration opportunities for the Town Centre, whilst adding a good quality building to the street scene. On balance, these factors are considered to outweigh the lack of parking and amenity impact on the Galliard scheme.

15.0 **PART C: RECOMMENDATION**

- 15.1 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 be delegated to the Planning Manager for approval, subject to revised drawings, consideration of consultation responses and finalising of conditions.

16.0 **PART D: CONDITIONS**

CONDITIONS:

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

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

DRAWING NUMBERS

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Samples of 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.

4. The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secured by Design' accreditation awarded by

Thames Valley Police.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework.

5. 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, Development Plan Document, December 2008.

6. It is suspected that this site and/or nearby land and water may be contaminated as a result of former industrial use(s) or otherwise. Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665. Each phase shall be submitted in writing and approved by the LPA.

Phase 1 shall incorporate a desk study and site walkover to identify all potential contaminative uses on site, and to inform the conceptual site model. If the potential for contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform any remediation strategy proposal. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3 shall be undertaken.

Phase 3 shall include a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use. This shall be submitted and approved in writing by the LPA prior to commencement. The remediation shall be carried out in accordance with the approved scheme and the applicant shall provide written verification to that effect.

The development shall not be occupied until any approved remedial works, have been carried out and a full validation report has been submitted and approved to the satisfaction of LPA. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

REASON To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 –

2026, Development Plan Document, December 2008.

7. No development shall commence until details of wall and floor sound insulation for the flats hereby approved has been submitted to the Local Planning Authority and approved in writing. Once approved, the approved details shall be implemented prior to the first occupation of the flats, and retained in that form thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON To protect the occupiers of the flats from internal noise transmission in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

8. Following practical completion of the building hereby permitted, the building shall not be occupied until details of compliance with the Building Research Establishment BREEAM (or subsequent equivalent quality assured scheme) overall 'Very Good' has been achieved.

REASON In order to comply with the requirements of Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

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

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

10. No part of the development shall be commenced until a revised drawing showing 12 covered and lockable cycle parking stores measuring a minimum of 2m in length x 2m in height and 1m in width are provided for each flat. The drawing shall be submitted to, and approved in writing by, the Local Planning Authority. The cycle parking shall be provided in accordance with the approved 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 Local Transport Strategy.

11. No doors or gates to open over the highway.

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

12. Prior to commencement of the development hereby permitted, a full drainage detailed design (including the use of sustainable drainage principles) shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

13. 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.

14. No loading or unloading of goods shall take place directly from High Street at any time unless otherwise approved in writing by the local Planning Authority.

REASON In the interests of general highway safety and to comply with Core Policy 7 of the Slough Local Development Framework, Core Strategy (2006-2026), Development Plan Document, December 2008.

15. No development shall commence until details of the proposed bin store for residential use and separate store for commercial use (to include siting, design, width of doors, unobstructed drag route to the collection point on Hatfield Road 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.

16. REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

17. No part of the development shall commence until a Construction Traffic Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall include details of:

- Construction access;
- Vehicle parking for site operatives and visitors;
- Loading/off-loading and turning areas;
- Site compound;
- Storage of materials;
- 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 and hours;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

REASON To minimise danger and inconvenience to highway users, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

18. 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) minimise, re-use and re-cycle waste, including materials and waste arising from demolition; minimise the pollution potential of unavoidable waste and dispose of unavoidable waste in an environmentally acceptable manner.

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 in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVES:

1. 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. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
5. 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.
6. 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.
7. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. 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.
10. The applicant is advised that no construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.