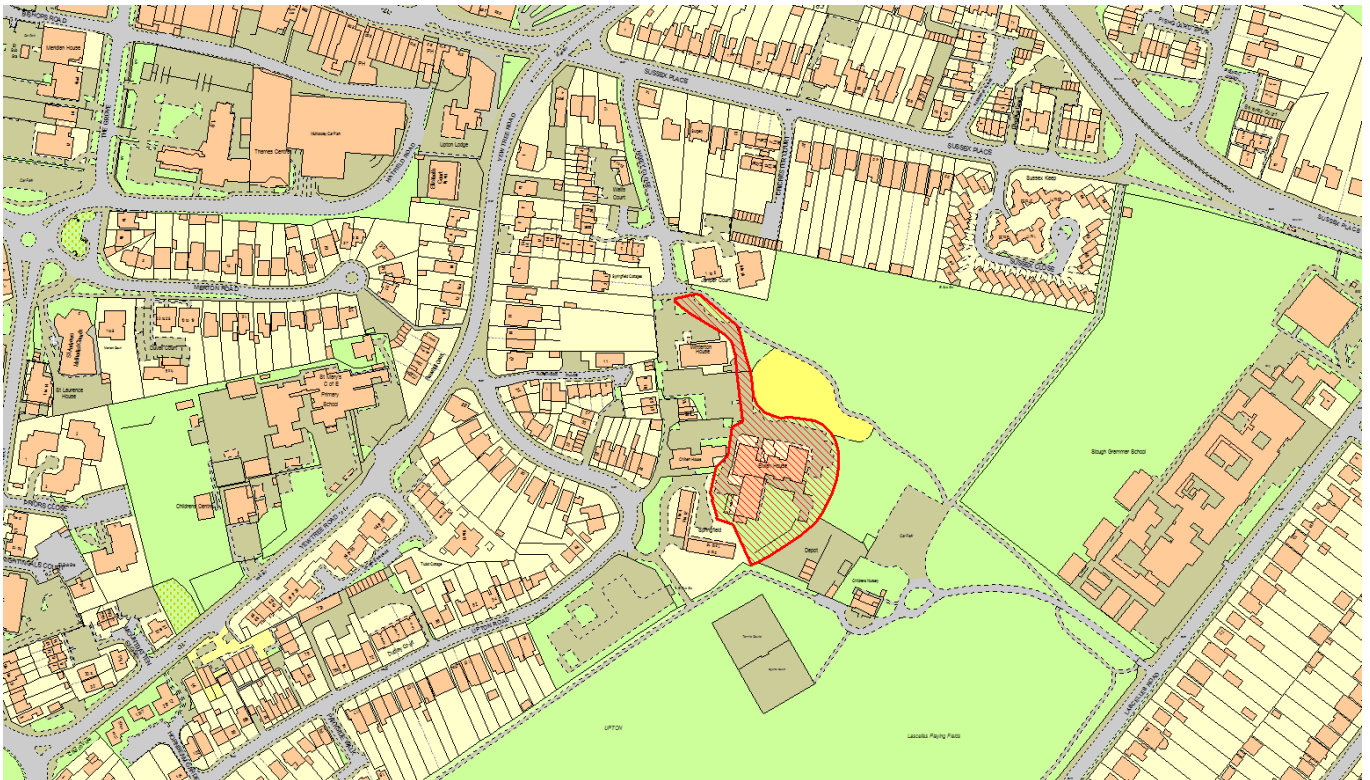


|                    |   |                   |             |
|--------------------|---|-------------------|-------------|
| Registration Date: | 06-Mar-2017   | Application No:   | P/04551/023 |
| Officer:           | Mark Doodes   | Ward:             | Upton       |
| Applicant:         | Epsilon (Elvian House) Limited  | Application Type: | Major       |
|                    |   | 13 Week Date:     | 5 June 2017 |
| Agent:             | Mr. Matthew Williams, Lichfields 14, Regents Wharf, All Saints Street, London, N1 9RL   |                   |             |
| Location:          | Elvian House, Nixey Close, Slough, SL1 1ND  |                   |             |
| Proposal:          | Construction of a first floor extension on the eastern elevation, second floor extension to the south and enclosure of the basement at Elvian House to create 11 residential dwellings in total comprising 1No. Studio, 5No. 1 Bedroom, 3No. 2 Bedroom and 2No. 3 Bedroom flats along with associated car parking, external alterations to create balconies and associated works. |                   |             |

**Recommendation: Delegate to the Planning Manager for approval**



1.0 **SUMMARY OF RECOMMENDATION**

1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.

1.2 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 consultation responses, addressing the Tree Officer comments and finalising of conditions.

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is a full planning application which consists of the following elements:

- 1) The loss of 14 car parking spaces to create 5 new flats and a residents gym to replace a plant room within the basement.
- 2) A proposed extension to the first floor eastern elevation measuring 15.5m by 7m to provide two new flats.
- 3) A second floor extension above the approved scheme to provide four flats measuring 26m x 10m (above the existing flats). The total height from basement floor level will be 13.5m.
- 4) Various external alterations including the addition of balconies and new windows.
- 5) The car park has been extended to the east of the site reducing the size of the amenity area and introducing an external cycle store.

2.2 In total 15 new parking spaces are proposed and would be provided at the north of the site with some additional parking to the south west and eastern corner. The total number of car parking spaces would be 57.

2.3 The extensions are largely set within the existing structure of the building. The proposal also includes raising the height of the second floor extension by 1m, to assist in insufficient floor heights of the extant scheme.

2.4 The proposals will provide the following additional dwellings; one Studio Flat, five x 1-Bed flats, three x 2-Bed flats and two 3-bed flats.

2.5 For clarity purposes a total of 50 units will now be provided on the site, of these, 39 units have been granted under the Prior Approval Application, reference F/04551/021, dated 13/01/2017.

### 3.0 **Application Site**

- 3.1 The site is located to the south of Nixey Close and is currently occupied with a vacant office block at 3 storeys in height with associated parking which is accessed from the end of Nixey Close. The building itself is a mid Victorian brick and stone building with modern extensions to the south and west.
- 3.2 The site is located within a Conservation Area and the building is an important building in it as defined in the Conservation Area Appraisal. The building is currently in a run down state as it has been vacant for a number of years, its redevelopment would be welcome.
- 3.3 The site has a commercial building to the north and a former commercial building which is being converted into residential accommodation to the west and further residential accommodation to the south. A public park is to the east and north east that wraps around the site on two sides.

### 4.0 **Site History**

- 4.1 Planning permission was granted for offices, storage, residential accommodation and gym in June 1977 (P/04551/000).
- 4.2 A further conversion of the premises to office accommodation together with extensions to the building was granted in July 1980 (P/04551/002).
- 4.3 A further permission to extend the building, add an underground car park and change the rest of the building into office use was granted in November 1980 (P/04551/004).
- 4.4 In February 2012 the use of the building was changed institutional use non residential education but was not implemented due to fire rendering it unusable (P/04551/011).
- 4.5 Consent was granted in 2013 (P/04551/013) for the a change of use and extension into 47 residential units. No affordable housing was agreed due to viability issues. This application also included a separate terrace of four family homes which, it is noted, are not included in this site area. All conditions have been discharged and works have commenced, meaning this consent remains extant.
- 4.6 Prior approval (F/04551/021) was sought (and granted) for the conversion of the office into 39 flats under permitted development rights approved in Jan 2017.

## 5.0 **Neighbour Notification**

- 5.1 10, Harewood Place, Slough, SL1 2AB, 9, Harewood Place, Slough, SL1 2AB, 4 Juniper Court, Nixey Close, Slough, SL1 1NU, 5 Juniper Court, Nixey Close, Slough, SL1 1NU, 6 Juniper Court, Nixey Close, Slough, SL1 1NU, 7 Juniper Court, Nixey Close, Slough, SL1 1NU, 1 Juniper Court, Nixey Close, Slough, SL1 1NU, 2 Juniper Court, Nixey Close, Slough, SL1 1NU, 3 Juniper Court, Nixey Close, Slough, SL1 1NU, 8 Juniper Court, Nixey Close, Slough, SL1 1NU, 1 Springfield Cottages, Nixey Close, Slough, SL1 1LU, 2 Springfield Cottages, Nixey Close, Slough, SL1 1LU, 12 Springfield, Upton Road, Slough, SL1 2AF, 13 Springfield, Upton Road, Slough, SL1 2AF, 14 Springfield, Upton Road, Slough, SL1 2AF, 15 Springfield, Upton Road, Slough, SL1 2AF, 1 Springfield, Upton Road, Slough, SL1 2AF, 10 Springfield, Upton Road, Slough, SL1 2AF, 11 Springfield, Upton Road, Slough, SL1 2AF, 5 Springfield, Upton Road, Slough, SL1 2AF, 6 Springfield, Upton Road, Slough, SL1 2AF, 7 Springfield, Upton Road, Slough, SL1 2AF, 8 Springfield, Upton Road, Slough, SL1 2AF, 16 Springfield, Upton Road, Slough, SL1 2AF, 2 Springfield, Upton Road, Slough, SL1 2AF, 3 Springfield, Upton Road, Slough, SL1 2AF, 4 Springfield, Upton Road, Slough, SL1 2AF, 9 Springfield, Upton Road, Slough, SL1 2AF, 3b, Yew Tree Road, Slough, SL1 2AA, 17, Yew Tree Road, Slough, SL1 2AA, Flat 4, 15, Yew Tree Road, Slough, SL1 2AA, Flat 5, 15, Yew Tree Road, Slough, SL1 2AA, Flat 1, 15, Yew Tree Road, Slough, SL1 2AA, Flat 2, 15, Yew Tree Road, Slough, SL1 2AA, Flat 3, 15, Yew Tree Road, Slough, SL1 2AA, Yew Tree Hotel, 11, Yew Tree Road, Slough, SL1 2AA, 51, Upton Road, Slough, SL1 2AD, 53, Upton Road, Slough, SL1 2AD, 55, Upton Road, Slough, SL1 2AD, 57, Upton Road, Slough, SL1 2AD, Autovalet System International Ltd, Winterton House, Nixey Close, Slough, SL1 1ND, Chiltern House, Chiltern Place, 51-59, Upton Road, Slough, SL1 2AD, Autumn End, Nixey Close, Slough, SL1 1LU

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 has been advertised in The Slough Express.

- 5.2 No representations received at the time of writing this report.

## 6.0 **Consultation**

### 6.1 **Transport and Highways**

#### **Trip Generation**

The consultant has derived trip rates from the TRICS database for the existing and proposed developments and these are considered

to be acceptable. The trip assessment shows that the previous use of Elvian House as an office development, albeit that it has been vacant for a number of years is greater than the proposed development.

### **Access**

Access to the development is to be taken from Nixey Close via an existing access. The access road leading to the development passes an existing office building (Winterton House). It is intended that the access road will be provided as a shared surface with a width of 4.8m wide which is acceptable and allows a refuse vehicle to pass a car. However previous comments have requested that a footway be provided.

A 1.8m wide section on the west side of the access will be marked for pedestrian use in order to give equal priority to all users accessing the development whilst allowing vehicles to pass each other when necessary. This is welcomed and should be demarcated with a different coloured paviour.

The developer will need to implement traffic calming features to the access road as it is relatively straight using a change in materials (e.g. cobbles) to discourage vehicles being driven at speed.

Manual for Streets does recommend that shared streets are constructed from pavements rather than asphalt as this helps emphasise the difference from conventional streets and helps to reduce traffic speeds. Therefore as a planning condition I will require the construction materials of the access road to be submitted for agreement.

### **Refuse and recycling**

An external refuse store is proposed to the north of Elvian House. This location is suitable as a refuse vehicle can enter the site and access this to within 10m with a maximum reversing distance of 12m. The maximum refuse collection distance for 1100 litre Eurobins is 10 metres, not 25m as referenced in the TA, in accordance with BS5906:2005 and as stated on page 20 of the Slough BC Developers Guide Part 4 - <http://static.slough.gov.uk/downloads/developers-guide-part-4.pdf>.

The refuse store shown has capacity for eight Eurobins, which is acceptable.

In addition as stated in this guidance, residents should not be expected to have to carry waste over a distance of 30m (excluding vertical distances). It is also proposed to provide an internal refuse store in the basement that residents will be able to reach by the lift. A concierge service will transfer the waste to the external refuse store prior to collection. This is acceptable, although the plans do

not adequately show how this will work.

### **Car Parking**

A total of 57 car parking spaces are being provided which is on the basis of 1 space per flat + 7 visitor spaces (or 1.14 spaces per unit). This is an under provision of spaces compared to the Slough Local Plan Parking Standards which requires 1.25 spaces per unit per 1 bedroom flat and 1.75 spaces per 2/3 bedroom flats. Therefore compared to the Parking Standards there is an under provision of 12 number spaces. As with previous discussions for past applications I agreed that I would be willing to accept a small shortfall of parking on the grounds that the site was located very close to the town centre and also if high quality cycle parking was provided and if the pedestrian/cycle permeability of the development was maximized. I will address these issues in the sections below but I do not believe as so far proposed these conditions have been met and some further alterations are required.

Furthermore as there is a shortfall of parking the developer will need to agree a planning condition that all future residents will be ineligible to apply for a car parking permit in any existing or future residents parking scheme in the surrounding streets.

### **Cycle Parking**

It is proposed to provide a cycle parking store, with secure access for residents only, to be located in the south east corner of the site to the east of the building. This is quite a secluded location, not very overlooked with natural surveillance, therefore ideally this would be relocated in a more prominent location. However it is accepted this may be the best location possible on the site.

The TA states that the cycle store will provide space for 28 cycle stands allowing 56 bikes to be accommodated therefore complying with SBC's standard of one cycle parking space per residential unit and an additional six spaces for visitor cycle parking. However the dimensions do not work for Sheffield stands (hoops) therefore further detail on the type of stand should be provided.

Whilst I would prefer to see individual stores being provided for each flat as this allows occupiers to use the stores for other things e.g. prams, mobility chairs and more than one bicycle per flat, it is understood that the building constraints, including the need to preserve architectural elements, prevented this from being practical for all of the flats, but for the additional 11 flats as part of this application I do not see a reason why this cannot be achieved.

### **Permeability**

In previous discussions with past applicants I made it clear that I wanted to see whether a ped/cycle link could link the site to the

west. I note on google earth that there is vehicular right of way between the Chiltern Place development site and this site. Also I understand that there is a private footpath between Yew Tree Road and Nixey Close – the applicant is to confirm whether residents have a right to use this path. The reason I would like to see a link is so that a future pedestrian route for residents can be provided as a short cut to link to Yew Tree Road to access St Mary's Primary School. A link such as this would reduce the walk distance by 300m and as such dissuade some people from driving to the site. I would still like to encourage the developer to investigate whether a private right of way for pedestrians with a secure gate can be provided between the two sites allowing access to Upton Road.

6.2 Drainage Engineer

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

6.3 Environmental Protection

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

6.4 Planning Policy

No objections received.

6.5 Thames Water

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

6.6 Environmental Quality

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

6.7 Tree officer

Raised concerns regarding one parking space on the plan which proposes a surface material which will not intrude into the ground. However it is noted that ground levels are raised in this location and therefore the parking space will require excavation in order to be feasible and accessible. All trees on the site are protected. Therefore some reworking of the parking spaces is required and an amended plan has been requested.

An updated will be provided on the Amendment Sheet.

## **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 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built 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 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 for 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;
  - 5) Parking and highway safety.

#### 8.0 **Principle of Development**

8.1 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.

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. The site effectively benefits from two previous consents; 1) The permitted development prior notification consent for 39 units and 2) the extant consent granted in 2013 for 47 units. The principle of development is, therefore, firmly accepted subject to the detailed provisions of the development plan.

8.3 Furthermore Government continues to seek ways to boost the supply of housing, particularly smaller units.

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

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is 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. Core Policy 9 states that development will not be permitted unless it:
- Enhances and protects the historic environment;
  - Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
  - Protects and enhances the water environment and its margins;
  - Enhances and preserves natural habitats and the bio-diversity of the Borough, including corridors between bio- diversity rich features.
- 9.2 *Paragraph 64 of the NPPF states “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”*
- 9.3 Being mindful of the above, the proposed changes are considered to make little material difference to the overall scheme which is considered to be of a high quality. It is considered that the materials proposed would be in keeping with the materials already approved and will not dilute or erode the quality of the scheme when viewed from the Conservation Area. No conflict is found with Paragraph 132 of the NPPF which expects great weight to be assigned to the desire to preserve the significance of a heritage asset. For the avoidance of doubt, no harm is identified and the proposals accord with Core Strategy Policy 9 which seek to respect the character and distinctiveness of (inter alia) Conservation Areas.
- 9.4 The proposed balconies could be argued as providing more variation and detail to the elevation as well as new private amenity where none previously existed. This raising of the ridge line of the southern facing wing from 11m to 13.5m would not be visible from the north (Nixey Close) on the approach to the Site and is not considered to erode the character of the area. In any event, Winterton House effectively obscures the site when approaching from the north.
- 9.5 The aluminium windows used on these latest proposals are unchanged from previous consents. No concerns are raised.

- 9.6 With regard to light provision, the general arrangement of rooms is unchanged in terms of the permitted development scheme granted, Light into the basement area is considered to be acceptable. Generally speaking the size and arrangement of rooms and flats is of good standard. No concerns are raised with the increase in height of the “modern” wing from 11m (as existing) to 13.5m. This difference is not considered to raise any heritage concerns. Had the difference in height been any taller, different conclusions may have been reached. The choice to recess this new floor assists in reducing the perception of bulk and mass. At 13.5m tall the development is considered to have reached the optimal balance between providing much needed new housing and respecting the character of the site and Conservation Area.
- 9.7 The proposals are a relatively minor extension compared to the host building and will not impact upon the design and appearance of the existing building thereby having negligible impact upon the character of the area.
- 9.8 The proposal would continue to 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 Due to the nature of the scheme (being largely relating to the basement) any potential new impact on neighbouring occupiers would be negligible. There will be no resultant *additional* overlooking, overshadowing and overdominance.
- 10.2 Core Policy 8 of The Core Strategy states that all development will be of a high quality and respect its location and surroundings. It states *“The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”*.
- 10.3 Policy EN1 of the Local Plan requires that *“Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c) massing/Bulk, d) layout, e) siting, f) building form and design, g) architectural style, h) materials, i) access points and servicing, j) visual impact, k) relationship to nearby properties, l) relationship to mature trees and m) relationship to water courses. These factors will be assessed in*

*the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”*

10.4 Policy EN2 of the Local Plan requires that: *“there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.*

10.5 Whilst there is an intensification of the use of the site, the proposed changes to Elvian House are not considered to have any detrimental impact upon neighbouring properties as the changes to the building do not add on any fundamental additional mass and bulk that may impact upon neighbouring properties in terms of loss of light or being overbearing.

10.6 Windows will be inserted in elevations where there are existing windows and therefore not result in any additional overlooking. No conflict is found the above policies of the Local Plan.

10.7 The new elements of the development do not provide any new opportunities to overlook the rear of Spring Field than which can exist under permitted development. In any event the new floor proposed looks on to a shared amenity area through heavy tree cover. The flats are accessed from the courtyard and therefore no private windows are located on this elevation of Springfield. The separation distance is around 14m which is considered to be acceptable.

#### 11.0 **Amenity Space for Residents**

11.1 Balconies would be provided for use by some future occupiers of some of the units. These will provide private amenity which previously was lacking. A condition has been added to ensure the glazed balustrades are constructed using obscure glass.

11.2 The design of the proposed balconies is such that they would provide a usable outside seating area and the level of provision is considered to be acceptable given the location of the site.

11.3 To support the basement conversion, and noting the sloping ground height on the western elevation, a daylight and sunlight report has been submitted. The conclusions of the report are that there is adequate light to these residential units and therefore no amenity concerns are raised.

11.4 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 outside of the Town Centre area and therefore parking is expected. One space per flat is provided plus some visitor parking.

12.4 Parking standards relevant to the proposed development, which is located within a residential area, as set out in the Adopted Local Plan for Slough are as follows:

- 1 bedroom flat (all spaces assigned) – min. 2 per unit
- 1 bedroom flat (one space assigned) – min. 1 per unit, plus 0.5 communal
- 1 bedroom flat (all spaces communal) – min. 1.25 per unit (a minimum of 1 per unit has been accepted in some locations)
- 2 or 3 bedroom flat (all spaces assigned) – min. 2 per unit
- 2 or 3 bedroom flat (all spaces communal) – min. 1.75 per unit

12.5 The Council's Highway Officer has provided detailed comments in Section 6.1 of this report.

12.6 The connectivity of this site to other sites is very important and supports sustainable transport choices. The final details of access into neighbouring footways will be the subject of an update to members. A condition has also been imposed.

12.7 It is considered, given the sustainable location of the site travel by means other than the private car should be encouraged and supported. Further parking could be provided on the site but this would risk eroding the attractive setting of the building. A minimum of six Electric Vehicle (EV) Charging points will be conditioned to be delivered onsite.

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.

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.

14.2 The extant consent and the Permitted Development “Fall back” position mean that no affordable housing can be requested for the scheme. The application has been assessed as regards the impact of the additional units on the Conservation Area, the amenity and new parking arrangements.

14.2 Overall, the addition of new starter homes to the area is a welcome addition to the Borough’s housing stock and it is recommended that the application be approved subject to conditions.

**PART C: RECOMMENDATION**

15.0 **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 consultation responses, addressing the Tree Officer comments and finalising of conditions.

16.0 **PART D: DRAFT LIST OF 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 No. A2821 241 P5  
Drawing No. A2821 140 P5  
Drawing No. A2821 212 P5  
Drawing No. A2821 213 P5

Drawing No. A2821 210 P5  
Drawing No. A2821 220 P5  
Drawing No. A2821 211 P5  
Drawing No. A2821 240 P5  
Drawing No. A2821 211 P5  
Drawing No. A2821 141 P5  
Drawing No. A2821 100 P5  
Drawing No. A2821 110 P5  
Drawing No. A2821 111 P5  
Drawing No. A2820 112 P5

Drawing No. A2820 113 P5  
Drawing No. A2820 114 P5

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. Materials to be used on the development hereby approved shall match the 2013 approved scheme unless 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. 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.

5. 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.

6. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

7. 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.



8. No future occupier of the flats hereby approved shall be entitled to a car parking permit from the Council to park upon the public highway within any current or future local controlled parking zone.

REASON In order to ensure that the development does not harm the amenities of the occupiers of neighbouring residential properties by adding to on-street parking demand in the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

9. Notwithstanding the parking layout shown on the submitted plans, no development shall commence until a plan to show parking and vehicular access arrangements has been submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided on site in accordance with the approved details prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

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 Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004.

10. 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
- (vii) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition; minimise the pollution potential of unavoidable waste; 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.

11. 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;
- 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.

12. All balconies shall be finished using opaque safety glass, which shall not be achieved as a removable layer.

Reason: To protect the amenity of the residents.

13. The refuse shall be provided in accordance with Drawing No. XXX

Reason: To protect the amenity of the residents.

14. No part of the development shall be occupied until 11 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 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.

15. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON: To ensure a satisfactory appearance of the development

so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Plan for Slough 2004.

16. The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed.

REASON: To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy EN31 of The Local Plan for Slough 2004.

17. Full details of the surface water disposal from the access road and car parking area(s) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

REASON To prevent the risk of flooding in accordance with Policy EN32 of The Local Plan for Slough 2004

18. The 57 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.

19. 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.

20. No development shall commence until such time as a traffic calming scheme for the access road including speed reduction measures and safe pedestrian provision along its length has been submitted to and approved in writing by the local planning authority. Once implemented the traffic calming scheme shall be maintained in perpetuity.

Reason: In order to minimise danger, obstruction and inconvenience to pedestrians using the access road

21. No development shall take place until plan indicating at least six

electric vehicle charging points are provided. There is no upper limit to the number of EV bays that are acceptable.

Reason; to respond to national trends in car ownership and the need to deliver a low carbon economy (Paragraph 17 of the NPPF) and to ensure future residents have a wide choice of sustainable transport modes.

#### 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 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.
8. 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.