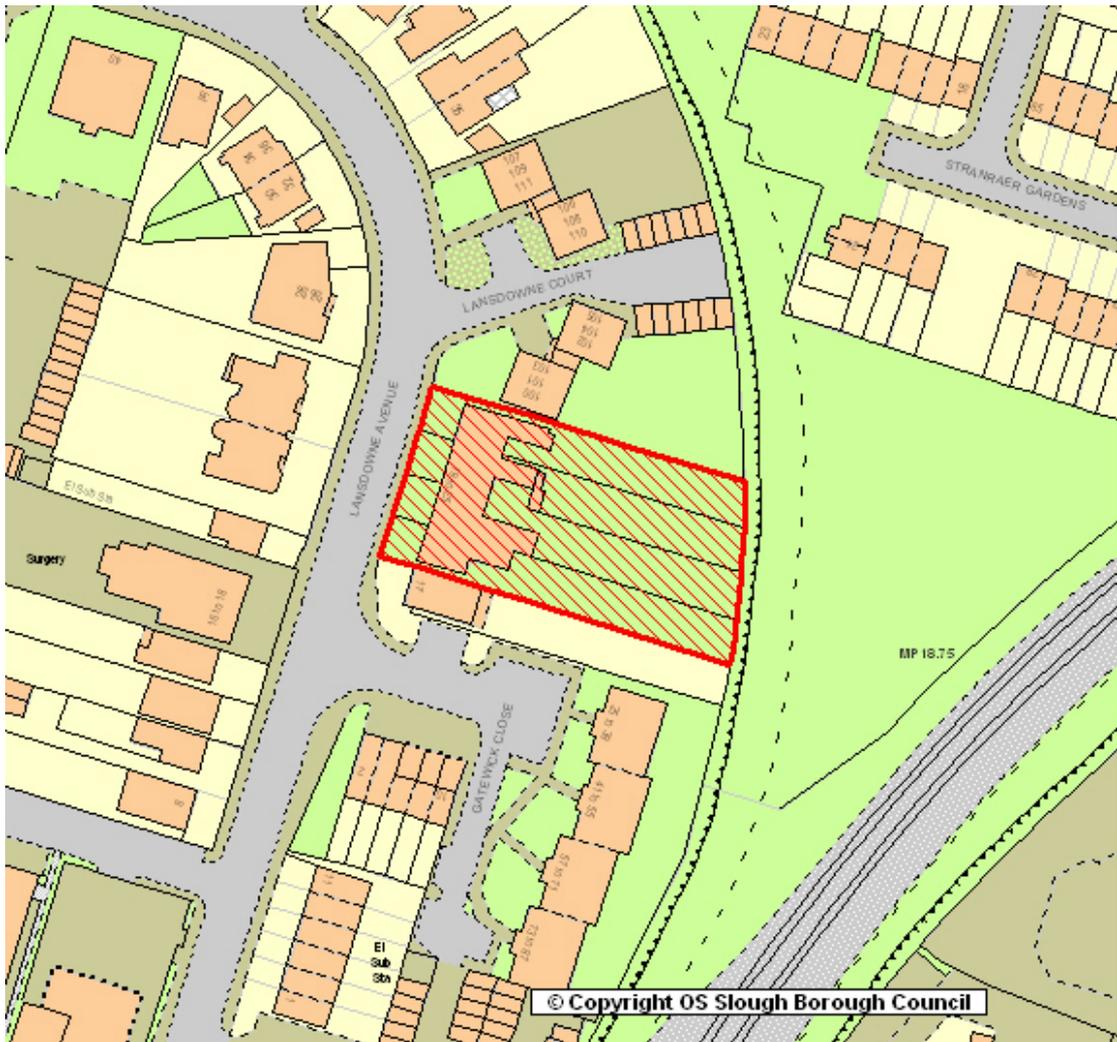


Registration Date:	18-April-2017	Application No:	P/01158/023
		Ward:	Chalvey
Officer:	Mark Doodes	Application type:	Major
		13 week date:	6th November 18 July 2017
Applicant:	Care of Agent		
Agent:	Woolfe Bond Planning, The Mitfords, Basingstoke Road, Three Mile Cross, Reading, RG7 1AT		
Location:	19-25, Lansdowne Avenue, Slough, Berkshire, SL1 3SG		
Proposal:	DEMOLITION OF EXISTING BUILDING AND THE ERECTION OF TWO BUILDINGS CONTAINING 24 NO RESIDENTIAL DWELLINGS TOGETHER WITH ASSOCIATED ACCESS, CAR PARKING, LANDSCAPING AND AMENITY SPACE		

Recommendation: Delegate to the Planning Manager for approval.



P/01158/023

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 (the threshold being ten or more homes).
- 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 completing a satisfactory Section 106 agreement to secure various off –site contributions for affordable housing and education facilities, any minor amendments to the plans and finalising of conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application that proposes the demolition of the existing guest house accommodation, to facilitate the erection of two blocks of flats with a total number of 24 units, comprising 8no. one-bed, 13 x two-beds, 3no. three-beds units. All the units will be open market.
- 2.2 The scheme is arranged in two blocks with the remainder of the site being set aside for parking and amenity space.
- 2.3 The frontage block is four stories tall and features a central gable feature. It is finished in brick and uses horizontal courses to break up the frontage. Three checked dormer windows add to the gable feature to create a loft space capable of use as further flats. The front elevation features a number of Juliet balconies to the northern elevation of the building. There are no windows on the side elevation facing north.
- 2.4 The current application includes full details of the layout and the elevations. The proposed access would be located off Lansdowne Avenue close to the junction with Lansdowne Court. This access would lead to car parking for 26 vehicles located in the northern section of the site adjacent to Lansdowne Court. Two Electric Vehicle Charging points and two disabled bays are included. Communal cycle storage is provided to the southern boundary in the amenity area.
- 2.5 The rear block runs the full width of the site and has three different heights starting at three storeys on the northern boundary rising to four then five for around half of the width. The change in ridgelines

and the use of some vertical and horizontal emphasis breaks-up the frontage. Some of the units have Juliet balconies. On the ground floor the three bed units open on to private rear amenity space rather than communal space wrapping around the building.

- 2.6 The proposals also feature three accesses, two pedestrian and one dedicated vehicular access. All three require a security fob.

3.0 **The Site**

- 3.1 The application site is a guest house with offices located on the frontage at Lansdowne Avenue. The existing buildings are mainly two-storeys in height although some have accommodation in the roof. The properties were originally built for residential purposes but have been altered physically and in terms of use in the past and knocked through in places. At the rear of the buildings are various extensions and outbuildings that have built over a number of decades. These are in a relatively poor state of repair. The rear of the site is open and there is no boundary treatment separating the different planning units. Some parking is available to serve the site located on the frontage between the back edge of footway and the front elevation of the buildings in hard surfaced areas.
- 3.2 The buildings, whilst Victorian in era, are not considered to be of any particular architectural or historic merit. This conclusion is in part due to the poor condition of the buildings. There are a total of seven trees on or abutting the site. A detailed landscaping plan accompanies the proposals.
- 3.3 The site is outside the town centre boundary. The road is the subject of parking restrictions in the shape of single yellow lines.
- 3.4 In terms of the wider area, there is a large parking courtyard at Gatewick Close and four block of purpose built four storey flats. There are no windows on the side elevation. Immediately next to the site is the Bharani Medical Centre, which is located in an attractive gable fronted bay-windowed Victorian property. A mature tree is on this frontage boundary, which is to be retained.
- 3.5 Opposite the site is a mix of housing including a two storey 1960's home, a pair of large and extended interwar semi-detached dwellings. Lansdown Court, to the north of the site, is a purpose built cul-de-sac of three storey pitched roofed flats. There are no windows on the side elevation of these buildings.
- 3.6 To the rear of the site is the disused line that linked the Windsor line with the west-bound GWR mainline. The active main railway line is behind this curving off towards the Slough railway station.

4.0 **Neighbour Notification**

- 4.1 26, Lansdowne Avenue, Slough, SL1 3SJ,
Flat 102, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,
Flat 104, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,
Flat 105, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,
6, Gatewick Close, Slough, SL1 3SF,
22, Lansdowne Avenue, Slough, SL1 3SJ,
20, Lansdowne Avenue, Slough, SL1 3SJ,
8, Gatewick Close, Slough, SL1 3SF,
Flat 100, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,
Flat 101, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,
Flat 103, Lansdowne Court, Lansdowne Avenue, Slough, SL1 3SQ,
10, Gatewick Close, Slough, SL1 3SF,
14, Lansdowne Avenue, Slough, SL1 3SJ,
2, Gatewick Close, Slough, SL1 3SF,
16, Lansdowne Avenue, Slough, SL1 3SJ,
17, Lansdowne Avenue, Slough, SL1 3SG,
31, Gatewick Close, Slough, SL1 3SE,
33, Gatewick Close, Slough, SL1 3SE,
35, Gatewick Close, Slough, SL1 3SE,
37, Gatewick Close, Slough, SL1 3SE,
25, Gatewick Close, Slough, SL1 3SE,
27, Gatewick Close, Slough, SL1 3SE,
29, Gatewick Close, Slough, SL1 3SE,
39, Gatewick Close, Slough, SL1 3SE,
18, Lansdowne Avenue, Slough, SL1 3SJ,
4, Gatewick Close, Slough, SL1 3SF
- 4.2 Site Notice was erected on the 26th April 2017 and the consultation period ended three weeks later on 17th May 2017. The application was advertised on the 5th of May 2017 in the Slough Express.
- 4.3 Three objections were received from nearby residents. Both cite similar concerns regarding the impact of the proposals upon the street scene and traffic intensification. These matters are discussed within this report.

5.0 **Relevant Site History**

- 5.1 P/01158/018 - Demolition of existing buildings and erection of twenty three bedroom replacement hotel and 22 retirement flats at the rear (outline) - Refused 13/12/06
- 5.2 P/01158/019 - Demolition of existing buildings and erection of 15 x no.2 bed retirement flats, 5 x no.1 bed retirement flats, 1 x no.3 bed retirement flats and hotel with office accommodation. – Approved 26/09/07
- 5.3 P/01158/020 – Demolition and erection of 3.5 Storey 24 Bed Hotel

and 4/5 storey block of flats for 21 units. Approved at Committee 22/10/08 (LAPSED)

- 5.4 2 Minor applications for fascia signs and a first floor rear extension were approved in 2008 and 2015 respectively.

6.0 **Consultations**

6.1 **Highways**

- 6.1.1 The existing use is understood to comprise of a hotel with 35 bedrooms and an office. The site is understood to be currently served by 8 parking spaces. From a traffic generation point of view the existing development has the potential to generate around 86 vehicular movements per day (two-way). The proposed development has the potential to generate around 87 movements per day (two-way) and these facts represent a “fall back” position as regards traffic generation from the site. It has been confirmed on previous applications that no objection on traffic generation and impact grounds are raised.

- 6.1.2 From a parking point of view, a 1 bed flat would be expected to provide one parking space, a two bed unit 1.75 spaces per unit and a three bed flat would be 2. As is common with developments in or near the centre, this level of provision is often not possible to be provided. The plans indicate that the development will provide only one car parking space per unit, which is below the required standard.

- 6.1.3 However the site is a short walk from the town centre and in view of this it is considered, on balance, that an objection on the grounds of inadequate car parking provision would be difficult to sustain. s

- 6.1.4 Secure cycle parking is provided on site. A cycle store is indicated on the site plans and includes a footway link to the car park and directly onto Lansdowne Avenue.

- 6.1.5 Mindful of the above comments, it is possible to confirm that no objection is raised to this application on traffic or road safety grounds, subject to conditions.

6.2 **Traffic and Parking**

- 6.2.1 The site is currently accessed via a mixture of both singular and double width vehicular crossovers (six in total) from Lansdowne Avenue. The access points conform to current standards in terms of sight line and pedestrian visibility provision. The carriageway fronting the site is 8 metres in width. A residents' parking area is provided on Lansdowne Avenue opposite the application site. Waiting restrictions of no parking Mon-Sat 8am-7pm operate in the vicinity of the application site. These restrictions are supported by single yellow lines.

- 6.2.2 In order to give priority to pedestrians, a crossover will need to be provided as means of access and not a bell mouth. The crossover will need to be constructed to carriageway standards. No obstructions over 600mm in height are permitted in the sight line areas. The sight lines must fall on land in control of the applicant (please ensure this requirement is included in the conditions). The edge of footway (back of footway) 2.4m x 2.4m pedestrian visibility splays are required, in front of which no obstructions exceeding 600mm in height is to be permitted (please ensure this requirement is included in the conditions). The proposed access will alter the traffic flows on the highway. The street lighting will therefore require to be modified (designed in accordance with BS 5489) to incorporate those flows. Such alterations must be designed and implemented at the expense of the applicant.
- 6.2.3 The proposal has been assessed in terms of the existing and retained office use on site. The proposal includes 26 car parking spaces, in this location one space per unit would be acceptable. Noting the “fall back” position of the traffic volumes and numbers for a hotel the proposal results in an improvement over this situation in terms of the shortfall and on this basis no objection is raised in parking terms.
- 6.2.4 The Highway Engineer is satisfied with the current proposal and appropriate conditions have been recommended.

7.0 **Policy Background**

- 7.1 The Local Plan for Slough 2004. This is not an allocated housing site. Relevant policies include Policy H13 (Backland Infill Development), Policy H14 (Amenity Space), Policy EN1 (Design)
- 7.2 In addition to this, Core Policies 4, 7 and 8 of Core Strategy are also relevant. Core Policy 4 seeks to generally resist flatted development outside the town centre. This is the same policy against which the 2009 lapsed consent was assessed against. The policy states “*new residential development...will be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of exiting...services... and infrastructure.*” The area is noted as having many existing blocks of 3 three storey purpose built flats and is very close to the town centre, therefore the proposals are not wholly discordant with the thrust of this policy.
- 7.3 National Planning Policy Framework paragraphs 7, 14, 17, 32, 47 and 49. The passages of the Framework seek to direct new housing to sustainable locations, such as this.

8.0 **Design**

- 8.1 There is no overriding architectural character on the street, a mixture

of contemporary flats and traditional semi-detached houses are found in the locality of varying ages. That said, the design of the proposals could have taken more care to be traditional in appearance with pitched and hipped roofs and ornate dormer windows and ridge details.

- 8.2 However, the Framework cautions against Authorities imposing design codes (at Paragraph 60) where this may stifle creativity. The applicants have included an illustrative computer generated image of the site when views from along Lansdown Avenue. The image supports officer opinion that the rear block will be largely shielded from the main street scene. It will be readily visible along Gatewick Close but this street is more modern and built-up.
- 8.3 The building will also be seen in the context of more modern additions to the vicinity, many of which are four stories in height. As such the rear block and the front block are not considered to be likely to result in an alien feature in the street.
- 8.4 On this basis, no objection is raised to the proposal in terms of the design and it is considered that the pitched roofs and half hips would reduce the visual bulk and not appear incongruous or ajar with the street scene.

9.0 **Impact Upon Existing Local Residents**

- 9.1 It is noted that the current scheme is highly similar to the approved 2008 hotel/flats application. In this application no objection was raised by officers. The current application is of a tall nature and high density but it is noted that the site is very close to the Town Centre boundary which is further along Lansdown Road to the south and along the railway line to the east. Being a location close to the Town Centre, there are much closer relationships between buildings than would be expected in more suburban locations.
- 9.2 Three local residents have objected to the proposals. Neither of the residents cite overlooking or overshadowing as reasons for resisting the proposals. The same conclusions are drawn by officers for the current scheme, as when the 2008 scheme was approved.
- 9.3 Whilst the proposals are in-depth and at five storeys of a higher rise nature, there is no undue overlooking created to existing residents. This is because of the particular way that the neighbourhood has evolved over time with two mid-scale purpose built developments of flats (one to the north one and one to the south). These have ensured that no windows look directly on the area where the bulkier block of flats will be cited. The closest relationship in terms of window to window distances is around 22m to the rear of the most southern of the Lansdown Court blocks, which is in excess of the minimum standard.

9.4 It is considered that the current application does not raise any new concerns that might have an impact on existing local residents.

10.0 **Future Amenity of Residents**

10.1 The proposal includes an amenity space of approx. 18m x 13m between the two blocks. This area is centrally located and is adjacent to the car park area which would mean it would be overlooked and would provide an acceptable amenity space for the occupiers of the flats. Within this area is seating and a cycle store area.

10.2 The site is in the environs of the town centre and is also proximate to Salt Hill Park. This will mean that the future occupiers will have access to other open spaces and leisure facilities.

10.3 The ground floor flats of the rear block also have some private outdoor amenity space which is considered preferable to a shared rear amenity area which will likely go unused.

10.4 Overall no concerns are raised as to the quality of life of prospective residents. No response has been received from the Police Liaison Officer. Given that the basic layout was approved in 2009, and that the application has been the subject of pre-application discussions, no concerns are raised.

11.0 **Loss of Employment-generating land**

11.1 No viability or employment information has been provided as regards the current guest house use. It is clear from the condition and nature of the proposals that the guest house caters for a lower segment of the market. Had a hotel use been able to providing a viable return, these proposals, nor the approved 2008 proposals, would be unlikely to have come forward. This in itself is not a compelling reason in isolation to simply accept the loss of a hotel.

11.2 However it is noted that there was a consent granted in 2007 to replace the hotel with retirement flats. This application, unlike a care home (for example), would have had a very low employment profile.

11.3 Officers are also mindful of the proximity of the site to the Town Centre and the pressing need to deliver new housing in the more sustainable parts of the Borough. Equally officers are aware of a number of other large-scale town centre hotel schemes being prepared and submitted to the Council.

12.0 **Surface Water Drainage and Flooding**

12.1 The site is within Flood Zone 1 and is less than 1 Ha in size. As such a flood risk assessment is not required to be submitted but formed

part of the submission. This included a surface water drainage strategy.

12.2 No objection has been raised by the Lead Local Flood Authority to these proposals or the supporting documentation.

12.3 Pre-commencement conditions requiring the submission of a pro-forma to the Council to include more details of the surface water drainage strategy such as details of the site's geology, any contamination on the site, new site levels and the location of sustainable drainage infrastructure (for example the location of underground storage tanks), demonstration that the SuDS hierarchy has been followed, existing and proposed run-off, details of the ongoing management and maintenance of the SuDS infrastructure.

13.0 **Trees**

13.1 A tree survey, protection plan and impact assessment were submitted with the application. The Tree Officer was consulted as part of the application process. There are no significant trees on the site. No objection was raised to the proposals subject to the submission of a more detailed Arboricultural Method Statement prior to the commencement of development.

14.0 **Thames Water**

14.1 Thames Water were consulted as part of the application process. No objection was raised subject to standard conditions relating to a piling method statement.

15.0 **Crime Prevention Liaison Officer**

15.1 To support safer communities by avoiding design flaws and oversights at the earliest stage, the Thames Valley Police Liaison Office was consulted as part of these proposals. No comments were received. This may be due to the limited changes over the 2009 lapsed scheme.

16.0 **Environmental Protection**

16.1 The proposals seek to redevelop the site for residential purposes. Given the brownfield nature of the site, the Environmental Quality team were consulted as part of the application. No objection was raised subject to pre-commencement conditions relating to the requirement for a desktop Phase 1 study followed by an invasive phase 2 study (if required) and various other tests and remediation reports.

17.0 **S106 Contributions**

17.1 Discussions have reached agreement on the level of contributions necessary to off-set the impact of the proposals. Figures for off-site affordable housing and education have been agreed at full sum.

18.0 **Housing mix**

18.1 The mix of housing to provide a range of sizes of accommodation is considered to be a sensible approach to the demands in the area for smaller units. No concerns are raised by officers.

19.0 **Other material considerations**

19.1 Importantly a scheme with almost identical scale, design, bulk and mass was approved 2008 (P/01158/020) for a hotel and flats to the rear. This consent has lapsed but is a strong material consideration.

19.2 Since the lapse consent nothing has changed in terms Local Plan policies and the publication of the NPPF in 2012 has, if anything, placed even greater weight on "*boost[ing] significantly the supply of housing...*" (Paragraph 47) amongst other supportive passages. Equally nothing has changed about the area or the site to lead officer to a different conclusion.

20.0 **Summary**

20.1 The principle of redevelopment to provide a good quantum of open market flats on this site is acceptable in principle. This conclusion is partly made due to the number and range of consents granted in the last decade which (in terms of scale and mass) are, in all practical terms, indistinguishable from this scheme.

20.2 The design, bulk and siting would not result in an inappropriate built form when viewed from the street scene. No objection is also raised in traffic and highway safety terms.

PART C: RECOMMENDATION

21.0 **Recommendation**

21.1 On the basis of the above, the proposal is recommended to be delegated to the Planning Manager to grant planning permission subject to the completion of a satisfactory S106 agreement to secure off site Education and Affordable Housing Contributions etc. along with any new or amended conditions.

PART D: LIST OF CONDITION(S)

- 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 revised plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

(a) Revised Drawings. 013357 02a, TMC-16018-S, 013357 05a, 013357 08, 013357 10, 013357 07, 013357 06, 013357 09 (rev A received June 2017) and Site Location Plan.

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.

- 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 Local Plan for Slough 2004.

- 4) 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.

- 5) No development shall commence until details of the means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON to ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of

general safety along the neighbouring highway in accordance with Policy T3 of The Local Plan for Slough 2004.

- 6) No development shall commence until 2.4m by 2.4m pedestrian visibility splays have been provided behind the back of the footpath on each side of the access and these shall be retained permanently kept free of all obstructions exceeding 900mm in height.

REASON to ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policy T3 of The Local Plan for Slough 2004.

- 7) Prior to first occupation of the development, the internal access roads footpath and vehicular parking, amenity space, cycle storage and turning provision shall be provided in accordance with approved plans. Thereafter parking shall remain in place and Electric Vehicle charging points to remain in serviceable condition.

REASON to ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Local Plan for Slough 2004.

- 8) No development is to commence until an Arboricultural Method Statement is submitted inline with comments from the Borough Arboriculturalist including full details of the means of protection.

REASON: In the interests of protecting the trees on the site or abutting it.

- 9) No dwelling is to be occupied until the detailed landscaping and tree planting scheme has been implemented according to the Landscaping Proposals Plan produced by David Williams Landscaping (Ref L1 project 0307 dated 23/03/2017). 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.

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

- 10) No development shall commence on site until details of the proposed boundary treatment including position, external

appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

- 11) 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.
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 T3 of The Local Plan for Slough 2004.
- 12) No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.
REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.
- 13) 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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.
- 14) No development shall take place until a Construction Management Plan is submitted to, and approved in writing by the LPA. This plan will include full details of the demolition means, Public safety details, site security, operating hours, controls to limit noise and vibration, details of management of air, dust, storm water and sediment, waste and recycling and traffic management.

Reason – in the interests of public amenity and site safety.

- 15) 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.

- 16) The bathroom window(s) to be created shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The windows shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

Reason: To protect residential amenity

- 17) No new windows are to be created whatsoever, including roof lights in any elevation without the prior written consent of the LPA.

Reason: To protect residential amenity

- 18) No development shall take place before details of the proposed finished floor levels; ridge and eaves heights of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of surrounding property. The development shall be carried out as approved.

Reason: to ensure the scheme is not unduly raised without the knowledge or consent of the LPA.

- 19) No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

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

- 20) No part of the development shall be occupied until the redundant means of access have been removed and the footway re-instated and laid out in accordance with the plans to be submitted to and approved in writing by the local planning authority and the works constructed in accordance with Slough Borough Council's Design Guide.

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

- 21) No doors or gates to open over the highway. The vehicle gates shall be set back a minimum 6m from the back edge of the footway.

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

- 22) No part of the development shall be occupied until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the

splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway

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

- 23) No part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

- 24) No part of the development shall be occupied until 3 electric vehicle rapid charging bays with 2 electric vehicle charging points shall be implemented in full working order. The electric vehicle rapid charging bays and points shall be installed and maintained in accordance manufacturer's requirements, and be made available at all times in the future in association with the development hereby permitted

REASON: In the interest of ensuring satisfactory parking provision and the provision of sustainable modes of transport for occupiers of the development and to protect from overspill parking on the public highway site in accordance with the objectives of the Slough Local Transport Strategy, Policy T2 of the Local Plan for Slough 2004, Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document Adopted 2008, and the requirements of the National Planning Policy Framework 2012.

- 25) No part of the development shall be occupied until 24 in number covered and lockable cycle parking stores measuring a minimum of 2m in length x 2m in height and 1m in width are provided. 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 Local Transport Strategy.

- 26) 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.

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.

- 27) 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;
 - Precautions to prevent the deposit of mud and debris on the adjacent highway.
 - Euro 6 vehicles used in the construction of the site due to the existing AQMA

- 28) 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.

- 29) No development shall commence until details of the proposed bin store is sited within 10m of the highway have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

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

- 30) No development is to take place before the full details of the type, design, control mechanisms, lumen levels and other details relating to lighting of the car park are submitted to and approved in writing by the LPA.

REASON: In the interests of balancing safety requirements against possible residential amenity impact.

- 31) The drainage strategy and maintenance is to be implemented according to Appendix 7 of the Flood Risk Assessment unless this document is superseded by another document necessitated

by another condition contained herein.

REASON: To ensure compliance with the requirements expected from development by the Lead Local Flood Authority.

- 32) No future occupier of the homes 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.

Informative(s)

- 1) The applicant will need to apply to Highways Engineering, The Green and Built Environment for street naming and/or numbering of the unit/s.
- 2) No water metres will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
- 3) The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
- 4) The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
- 5) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
- 6) 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.
- 7) Prior to commencing works the applicant will need to enter into

a Section 278 of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the works within the existing highway [temporary access point (if required), installation of access, reinstatement of redundant access points to standard to footway construction, installation of street lighting modifications, drainage works, construction of footway, dedication of sight line areas]. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

- 8) This development will create a trespass and vandalism risk on to the railway. In the interests of promoting public safety, it is recommended that a 1.8 metre high trespass resistant fence be erected parallel to but separate from the railway fence.
- 9) The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.
- 10) It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.
- 11) Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 10 metres of Network Rail's boundary.
- 12) The decision to grant planning permission has been taken having regard to the policies and proposals in the Local Plan for Slough 2004, the Core Strategy and NPPF. .
Policies: - H13, H14, T2, EN1 and EN3
Core Policies 7 and 8

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.