

Registration Date:	26-Jul-2017	Application No:	P/17085/000
Officer:	Joney Ramirez	Ward:	Chalvey
Applicant:	David Freer, Slough Urban Renewal	Application Type:	Major
		8 Week Date:	20-Sep-2017
Agent:	Stride Treglown Promenade House, The Promenade, Clifton Down, Bristol, Avon, BS8 3NE		
Location:	Former Lock Up Garages, Turton Way, Slough, SL1 2ST		
Proposal:	Construction of 4 x 2 bedroom dwellings with parking and landscaping following the demolition of existing garages.		

Recommendation: Approve, subject to conditions



P/17085/000 – Former Lock Up Garages, Turton Way

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Under the current constitution this application is being brought forward to the Planning Committee for determination since the proposal has received objections from local residents and the Council is part of the development team alongside Slough Urban Renewal (SUR).
- 1.2 Having considered the relevant policies set out below, the representations received from all consultees and residents; as well as all other relevant material considerations, it is recommended that the application is approved subject to conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Full planning permission is sought for the redevelopment of a former garage court to provide with 4 x 2 bedroom houses with associated car parking and amenity areas.
- 2.2 The proposed site layout would be at an angle to Turton Way to maximise the potential of the site and partly reflect the siting of the former garages which were demolished in August 2016.
- 2.3 The scheme would provide with two storey semi-detached houses to be accessed from one point off Turton Way.
- 2.4 All the properties would be offered as affordable homes for rent and would have access to 2 allocated car parking spaces for each unit. 4 additional car parking spaces for the general public will be provided towards the north-west of the site.
- 2.5 All properties would have access to their own private amenity space with an area of at least 50sqm. Cycle parking sheds have been provided within the rear gardens and would be able to accommodate 2 bicycles. Refuse storage is proposed within the rear gardens with access via side passageways.
- 2.6 The application is accompanied by the following documents:
- Detailed floor plans, elevations and sections;
 - Proposed materials schedule;
 - Design & Access Statement

3.0 **Application Site**

3.1 The site is located to the south of Turton Way in Chalvey and is bounded to the west by a Petrol Service Station; to the east by two storey maisonettes at Nos. 10 -48 (even) Turton Way and to the south by a currently vacant plot of land accessed from Greenwatt Way.

3.2 As indicated by Asset Management team of Slough Borough Council, the site formerly accommodated No.8 garages which were demolished in August 2016 with the view of redeveloping the site. Currently the site is open, covered in hardstanding and used as informal car parking area by local residents.

3.3 To the south of the site is a designated Existing Business Area (White Hart). The site is not within a Conservation Area and is located within Flood Risk Area 1.

4.0 **Site History**

There is no planning history for the site although historically it has been used as garage court.

The following planning applications relate to adjacent sites and set the context for the proposal.

P/03282/021 Chalvey Service Station, 135, High Street

Demolish existing forecourt shop. New glazed screen to car wash, change of use of showroom to retail (A1) with new frontage. New customer parking, relocation of cash machine and associated works. Provision of hoarding by access for future signage.

Currently pending decision

P/02092/009 The Cross Keys, 35, High Street

Construction of 7no. four bedroom three storey houses and 4no. three bedroom three storey houses with associated car and bicycle parking.

Approved with Conditions 05-Oct-2016

P/00322/019 Greenwatt Way, Slough, Berkshire, SL1 3SJ

Outline application for 60 extra care flats in a 4 storey building & full planning permission for a medical hub in a 3 storey building

Approved with Conditions 13-Apr-2016

5.0 **Neighbour Notification**

32, Alexandra Road, Slough, SL1 2NQ, 12, Turton Way, Slough, SL1 2ST, 21, Turton Way, Slough, SL1 2ST, 30, Turton Way, Slough, SL1 2ST, 23, Turton Way, Slough, SL1 2ST, 10, Turton Way, Slough, SL1 2ST, 32, Turton Way, Slough, SL1 2ST, Murco Garage, High Street, Chalvey, Slough, SL1 2RU

5.1 One letter of objection and one unsigned petition on behalf of the residents at Turton Way were received. The main issues are summarised below:

5.2

Issue	Response
Area is assigned as residents parking area only and its loss would increase parking stress in the vicinity	See assessment below
Loss of parking would reduce property values	Property values are not a valid planning consideration.
Area is being heavily redeveloped and causes disruption to residents	It is acknowledged that construction works can be disruptive however this is not a sustainable reason to refuse permission.
Only immediate properties were informed of the proposal and a site notice was put late leaving little time to comment	Planning legislation requires consultation with immediately adjoining neighbours. These were consulted and therefore due process has been followed.

6.0 **Consultations**

6.1 **Thames Water**
No comments received.

6.2 **Environmental Protection**
No comments received.

6.3 **Highways and Transport**

“ 4 No. public car parking spaces acceptable despite oversized dropped kerb. This will need to be constructed as a crossover and not a bellmouth to give pedestrians priority over vehicles.

Pedestrian visibility splays of 2.4x2.4m must be secured and shown for parking bays and access road. Forward visibility splay of 2.4x43m must be secured and shown for access road.

Turning head for development appears to be substandard. The applicant must demonstrate how this will operate to confirm it works (through vehicle tracking drawings) and also how it will be managed. As vehicles parking in this area will mean residents can no longer turn and must reverse out of the access road into the highway. This is unacceptable and poses safety concerns to users of the highway.

The crossover for the public parking bays and the bellmouth for the new access road must be constructed by the applicant at their cost under a s278 agreement which they must apply to the local highway authority for. Footway works fronting the site may also be required. Any disused access points must be constructed as standard footway construction.

The site must be so designed that private surface water is contained within the site and does not run out into the highway. Details of this must be approved by the local highway authority.

Details of surface water drainage must be provided for the entire site. Please include a condition for submission of drainage details. Before infiltration or attenuation can be proposed, the applicant must prove that ground conditions are suitable and allow for it. A set of BRE365 tests would be expected as a minimum. Any proposal must be SuDs compliant.”

6.4 **Officer note:** Conditions are recommended on the final decision regarding visibility splays, vehicle tracking and drainage. An informative regarding the S278 agreement is also recommended.

6.5 **Land Contamination**

Comments received recommending imposition of planning conditions regarding Phase 1, 2 3 and 4 of Land Contamination. These have been included as recommended conditions at the end

of this report.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework

Core Policies - Achieving sustainable development

Chapter 4: Promoting sustainable transport

Chapter 7: Requiring good design

Chapter 11: Conserving and enhancing the natural environment

Slough Local Development Framework Core Strategy 2006-2026

Development Plan Document policies:

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 12 (Community Safety)

Local Plan for Slough March 2004 policies:

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- 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.

7.2 Other Relevant Documents/Statements:

- Slough Borough Council Developer's Guide Parts 1-4
- Slough Local Development Framework Proposals Map

7.3 The planning considerations for this proposal are:

- Principle of development;
- Design and potential impact on the appearance and character of the area;
- Quality of accommodation (including amenity space);
- Impact on neighbouring properties;
- Transport, Highways and parking;
- Land Contamination

8.0 **Principle of Development**

8.1 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a "golden thread running through both plan making and decision taking". In respect of decision taking this means inter alia approving development proposals that accord with the development plan without delay.

8.2 Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals being:-

- Always seek to secure a quality design and a good standard

of amenity for all existing and future occupants of land and buildings

- Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value

- 8.3 Core Policy 1 of Slough Core Strategy 2006-2026 sets out the overall spatial strategy for the Borough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure new development appropriately relates to the scale, character and density of the surroundings.
- 8.4 Core Policy 4 of Slough Core Strategy 2006-2026 actively encourages the use of locations such as the proposal site for the development of family sized housing. In particular, it states:
“...new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure. Within existing residential areas, there will only be limited infilling which will consist of family houses that are designed to enhance distinctive suburban character and identity of the area”.
- 8.5 Family housing as defined in the Core Strategy is a house which provides with at least 76sqm of floorspace and direct access to private amenity space.
- 8.6 The proposal would involve the change of use of a former garage site to housing, making efficient use of brownfield land and adding to affordable housing provision.
- 8.7 The proposed scheme would provide 4 x 2 bedroom dwellings, each of which would comply with the minimum house size required by the Core Strategy. Each of the houses would have access to private amenity space.
- 8.8 Based on the assessment above, the principle of development is considered acceptable and in line with the provisions contained within the National Planning Policy Framework and Core Policies 1, 3 and 4 of Slough Core Strategy 2006-2026.
- 9.0 **Design and Potential Impact on the Appearance and Character of the area**

- 9.1 The National Planning Policy Framework (NPPF) within Point 17 (Core Principles) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 9.2 Core Policy 8 of Slough Local Development Plan, Core Strategy (2006 – 2026) (adopted 2008) states that all development must respect and respond to its location and surroundings, whilst Policy EN1 of the Adopted Local plan (2004) states that development proposals must reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of relationship to nearby properties.
- 9.3 Policy H13 of Slough Local Plan indicates that infill developments might be a suitable alternative to provide with small scale housing as long as all the criteria contained within the policy is met. Such criteria includes pattern of development, density, design and infrastructure.
- 9.4 Policy EN1 of the adopted Local Plan requires that development proposals “*reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water courses.*”
- 9.5 Policy EN3 of the adopted Local Plan indicates that:
“*Comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees, or other features such as watercourses, which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme.*”
- 9.6 The proposal would create 4 new dwellings with associated car parking spaces and private amenity areas. Given the site constraints, there would be little scope for the provisioning of public or communal areas with soft landscaping.
- 9.7 The layout of the proposed scheme would be at an angle to Turton Way and would introduce a greater element of built form within this part of the road. However, the overall design of the proposal takes elements from the buildings located in the adjacent area such as

gable end roofs and similar materials. The scale of the redevelopment is considered to be in keeping with the overall pattern of development of the area and the redevelopment the site to provide new affordable housing is considered to improve the current visual amenity of the site, and would be of benefit to meet the Council's housing needs.

9.8 Based upon the assessment above and subject to conditions, the proposal is considered to be acceptable in design and streetscene terms and would comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008; Policies H13, EN1 and EN3 of The Adopted Local Plan for Slough 2004; and the National Planning Policy Framework.

10.0 **Quality of Accommodation (including amenity space)**

10.1 One of the overarching aims contained within the NPPF is to secure developments that provide with high quality design and a good standard of amenity for all existing and future occupiers of land and buildings.

10.2 To achieve good standard of amenity for all existing and future occupiers, the proposal should provide with adequate levels of aspect, Daylight and Sunlight and room sizes. Room sizes are compared to the Council's minimum room sizes for flat conversions as set out in the Council's approved Guidelines, which although relate to conversions, still provide a starting point in defining appropriate internal space standards for new residential developments.

10.3 When compared with the minimum requirements contained within the Council's guidelines, the proposed dwellings would provide adequate areas for living room areas, kitchens and bedrooms; ensuring that living conditions appropriately respond to the requirements of the future occupiers.

10.4 All of the proposed dwellings would have dual aspect which would be oriented east-west. All rooms within the proposed houses would have adequate outlook and given the orientation of each dwelling, would receive satisfactory levels of daylight and sunlight.

10.5 Regarding the provision of private amenity space, the Council's adopted Guidelines require development proposals for residential buildings to provide private amenity space of 9 metres in depth or

50 square metres for 2/3 bedroom houses.

- 10.6 All the proposed dwellings would have access to private amenity areas which would be west facing have a depth of 9m and an approximate area of 50sqm. As such the proposal is considered to provide with acceptable private amenity areas.
- 10.7 Based on the assessment above, the proposal would be in line with the provisions of Core Policy 8 of Slough Core Strategy 2006-2026 and Policy EN1 of the Adopted Local Plan for Slough 2004.

11.0 **Impact on Neighbouring Properties**

- 11.1 Core Policy 8 of Slough Core Strategy states that development proposals shall respect and respond to their surroundings and avoid and mitigate potential impact onto neighbouring properties.
- 11.2 The proposed new dwellings would be located at an angle to Turton Way and the residential properties at Nos. 10-48 (even) Turton Way. Given their proposed height, distance to neighbouring properties (which exceeds 13m) and in particular due to their siting, no breaching a 45 degree sightline from neighbouring windows; the proposed development is not considered to have an unacceptable impact upon the amenity of the neighbouring occupiers.
- 11.3 In terms of impact on neighbour amenity, the proposed development is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

12.0 **Transport, Highways and Parking**

- 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 proposal would result on the loss of garage spaces to provide with new affordable housing. Information provided with the

application indicates that a survey carried out in July/August 2016 regarding the use of the former garages evidenced that 3 out of 8 garages were used on a regular basis and there were reports of fly tipping and littering on site.

- 12.4 The Council's Assets Management team (site owner) has also indicated that the former garages, demolished in August 2016, and the current informal parking spaces on site were not leased or licenced to residents as a parking area.
- 12.5 Objections have been received from neighbouring residents indicating that the loss of parking spaces would result in parking congestion. The proposal provides with 4 car parking spaces which would be made available for the general public as on-street car parking spaces. Based upon the information obtained on the garage survey from August 2016, it is clear that 3 garages were used on a permanent basis. The provision of 4 separate, on-street car parking spaces is therefore considered to justify the loss of the parking that was previously available in the permanent garages.
- 12.6 Although a site visit on 29 August 2017 identified that the site is currently used as informal car parking, the lawful use of the site is as 8 garages. The proposal would provide with a total of 12 car parking spaces, 4 of which would be made available for public use and the other 8 other spaces would be allocated for the occupiers of the new 4 houses. It is considered that the more efficient use of the brownfield land to provide with affordable housing as well as the provision of 4 on-street car parking spaces would significantly outweigh the loss of the informal car parking area. For these reasons, it is not considered that the objections on car parking grounds can be sustained.
- 12.7 The proposal is located in a urban location where the policy requires the provision of off-street car parking spaces at a ratio of 2 car parking spaces for 2/3 bedroom houses.
- 12.8 Each of the proposed 2 bedroom dwellings would have access to 2 off street car parking spaces to be located in close proximity to the main entrance of each house and accessed from Turton Way. Each of the proposed car parking spaces would comply with the minimum car parking size standards.
- 12.9 Cycle parking sheds for the all the proposed dwellings have been provided on the submitted drawings. Each cycle parking storage

sheds measure 2m x 1m which would comply with cycle parking requirements and would comply with the goal of Policy T8 of Slough Local Plan.

12.10 Refuse bins are shown on the proposed plans to the rear of each house and would comply with Council's requirements.

12.11 Based on the assessment above and subject to conditions to ensure adequate visibility splays, turning areas and drainage details, the development would comply with Policies T2 and T8 of the adopted Local Plan for Slough 2004 and Core Policy 7 of Slough Local Development Framework, Core Strategy 2006-2026 Development Plan Document, December 2008.

13.0 **Land Contamination**

13.1 Core Policy 8 of Slough Core Strategy Document states that development shall not "*cause contamination or deterioration in land, soil or water quality*" nor shall development occur on polluted land unless appropriate mitigation measures are employed.

13.2 The Council's Land Contamination Officer has been consulted on the proposals and although no comments have been received, given the closeness of the site to a Petrol Station where pollutants could be identified, conditions have been recommended.

14.0 **Process**

14.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner by requesting amendments. The development is considered to be sustainable and is considered to accord with the requirements of the National Planning Policy Framework.

15.0 **Planning Conclusion**

15.1 The proposal would provide with affordable family housing in a previously developed site, making a more efficient and acceptable use of brownfield land. The proposal would result on a net increase of housing provision and car parking spaces when compared to the lawful use of the site. Each of the dwellings has been provided with adequate internal space areas, private amenity areas and car parking spaces and the overall design of the scheme has been found satisfactory. As such, the proposal is considered to be acceptable, subject to conditions.

16.0 **PART C: RECOMMENDATION**

16.1 Having considered the relevant policies set out below, comments from consultees and neighbouring residents and taking into account all other relevant material considerations it is recommended the application be approved, with conditions.

17.0 **PART D: CONDITIONS**

CONDITIONS:

1. Time Limit

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. Drawings

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

- (a) Drawing No. 151199-STL-P_200, Recd On 24/07/2017
- (b) Drawing No. 151199-STL-P_201, Recd On 24/07/2017
- (c) Drawing No. 151199-STL-P_205 Rev. A, Dated 14/09/2017, Recd On 18/09/2017
- (d) Drawing No. 151199-STL-P_220, Recd On 24/07/2017
- (e) Drawing No. 151199-STL-P_206 Rev. A, Dated 14/09/2017, Recd On 18/09/2017
- (f) Drawing No. 151199-STL-P_230 Rev. A, Dated 14/09/2017, Recd On 18/09/2017
- (g) Drawing No. 151199-STL-P_240 Rev. A, Dated 14/09/2017, Recd On 18/09/2017
- (h) Drawing No. 151199-STL-P_250 Rev. A, Dated 14/09/2017, Recd On 18/09/2017

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

3. Materials

The development hereby approved shall be carried out in accordance with the following materials:

- (a) External wall: Brick. Ibstock Funton Old Chelsea in Natural
- (b) External wall finish detail: Cement based boarding in iron grey.
- (c) Public realm wall to adjoining rear gardens: Brick. Ibstock Funton Old Chelsea in Natural
- (d) Roofing: Concrete tiles, Luwdlow Plus Interlocking Tile in antique brown
- (e) Windows: UPVC in Grey RAL 7011
- (f) Front door: GRP Timber effect with glazed panel (to secure by design standards).
- (g) Paving blocks (house entrance): Concrete blocks. 200x100x80 by Marshalls Keyblok Vintage Aged Concrete Blocks in Charcoal.
- (h) Paving blocks (rear garden): Paving slabs 900x900x50 in Grey
- (i) Parking paving / shared surface concrete blocks: Concrete blocks. 200x100x80 by Marshalls Keyblok Vintage Aged Concrete Blocks in Brindle with contrasting strip Colour charcoal.
- (j) Floor kerb: Concrete kerb. 125x255. Marshalls Charnwood in French grey.
- (k) Floor shared public footpath: To match existing tarmac.
- (l) Rear garden fence: Close boarded timber fence, treated timber with vertical feather edge board with kick plate. 1800 high. 100x100post and rail structure.
- (m) Railing to front garden: Metal railing mild steel electro plated PPC in colour Grey (RAL 7011)
- (n) Rainwater goods: Half round UPVC in grey

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. Landscaping Scheme

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

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the

landscaping tree planting scheme by the Local Planning Authority.

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

5. Lighting

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. Surface Water

Full details of the surface water disposal shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once approved, the details shall be fully implemented prior to the first occupation of the dwellings and retained as such thereafter.

REASON To ensure that the proposed development is satisfactorily drained in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

7. Working Method Statement

No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of 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) site lighting
- (vi) proposed method of piling for foundations
- (vii) construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site
- (viii) the route of construction traffic to the development

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, and the National Planning Policy Framework.

8. Phase 1 Desk Study and Preliminary Risks Assessment

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

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

9. Phase 2 Intrusive Investigation Method Statement

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

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

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

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

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

11. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance

with Policy 8 of the Core Strategy 2008.

12. Vehicle Tracking Diagrams

Vehicle tracking diagrams demonstrating that vehicles will be able to reverse within the site and approach the public highway on forward gear shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of development. The parking spaces and turning area as approved shall be constructed before any part of the development is occupied or within such longer period as may be approved by the Local Planning Authority and shall thereafter be maintained exclusively for that purpose in a useable condition to the satisfaction of the Local Planning Authority.

REASON To ensure that adequate off-street parking provision is available to serve the development and to protect the amenities of the area.

13. Cycle storage

No part of the development shall be occupied until covered and lockable cycle parking stores with minimum dimensions of 2.4m in length x 2m in height and 2m in width are provided for each dwelling in accordance to Drawing No. 151199-STL-P_205 Rev. A, Dated 14/09/2017, Recd On 18/09/2017. 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

14. Pedestrian Visibility Splays

No part of the development shall be occupied until visibility splays of 2.4 metres by 2.4 metres have been provided at the junction of the access and the adjoining public footpath. Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 600mm.

REASON To enable pedestrians to see an emerging vehicle and be seen by drivers of vehicles.

15. Means of Access

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 Adopted Vehicle Crossover Policy.

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

16. Redundant Access

No part of the development shall be occupied until the redundant means of access has 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.

17. Parking / Turning Spaces

The parking spaces and turning area shown on Drawing No. 151199-STL-P_205 Rev. A, Dated 14/09/2017, Recd On 18/09/2017 shall be constructed before any part of the development is occupied and shall thereafter be maintained exclusively for that purpose in a useable condition to the satisfaction of the Local Planning Authority.

REASON To ensure that adequate off-street parking provision is available to serve the development and to protect the amenities of the area.

18. Bins Storage

Prior to occupation of development, bin storage shall be provided in accordance with approved Drawing No. 151199-STL-P_205 Rev. A, Dated 14/09/2017, Recd On 18/09/2017 and retained in perpetuity.

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

19. Removed PD

Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D, E & F, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON The rear garden(s) are considered to be only just adequate for the amenity area appropriate for houses of the size proposed. It would be too small to accommodate future development(s) which would otherwise be deemed to be permitted by the provision of the above order in accordance with Policy H14 of The Adopted Local Plan for Slough 2004.

INFORMATIVES:

1. The applicant is advised that the works shall require entering a S278 agreement with the Local Highway Authority.

2. No demolition or construction work shall take place outside the hours of 8am and 6 pm Monday to Friday; 8 am and 1pm Saturday and not at all on Sundays and Public Holidays.

3. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

4. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

5. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

6. 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.

7. 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.