

Registration Date:	26-Jul-2017	Application No:	P/14765/001
Officer:	Hannah Weston	Ward:	Foxborough
Applicant:	Mr. David Freer, Slough Urban Renewal	Application Type:	Minor
Agent:	Stride Treglown Promenade House, The Promenade, Clifton Down, Bristol, Avon, BS8 3NE		
Location:	Garage Site Rear Of, Cheviot Road, Slough, SL3 8UF		
Proposal:	Construction of 3no. two bedroom dwellings with car parking.		

Recommendation: Delegate to Planning Manager for Approval



P/14765/001

1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be approved subject to conditions.

1.2 Under the current constitution this application is being brought to Committee for decision because this is an application made by the Council and objections have been received.

2.0 PART A: BACKGROUND

Proposal

2.1 The application is a full planning permission for the 'Construction of 3no. two bedroom dwellings with car parking.' The terraced of 3 houses will be accessed from the turning head on Grampian Way. Directly off the access from the turning head will be car parking for existing residents of Cheviot Road and Grampian Way and for the future occupiers of the new dwellings. The terraced houses will be in a building which will be 18.5m, depth of around 7.8m in length and at a height of 5m to the eaves and a height of 8.6m to the ridge. The plot sizes for each of the dwellings will be: Plot 1 – 86sqm; Plot 2 – 38sqm; and, Plot 3 – 39sqm. Access for refuse will be through side/rear passage ways.

2.2 The application has been amended since submission to provide some replacement parking which will be available for communal use, and to provide a new area of green space for the surrounding residents to mitigate for some of the loss of an section of existing space which will become part of the rear gardens of the terraced houses.

3.0 Application Site

3.1 The application site is located to the west of the southern end of Cheviot Road, and consists of two blocks of garages behind which is a surface level car parking area. The surrounding area is residential in character, with three storey flatted developments to the north, east and south, and a park home site to the west.

4.0 Relevant Site History

4.1 P/14765/000 – Demolition of existing garages and erection of a pair of semi-detached two storey four bedroom houses with parking and access off Grampian Way – Withdrawn 8/3/10.

5.0 **Neighbour Notification**

5.1 110, Cheviot Road, Slough, SL3 8UA, 10, Grampian Way, Slough, SL3 8UG, 6, Grampian Way, Slough, SL3 8UG, 2, Grampian Way, Slough, SL3 8UG, 8, Foxborough Close, Slough, SL3 8PU, 6, Foxborough Close, Slough, SL3 8PU, 82, Cheviot Road, Slough, SL3 8UA, 108, Cheviot Road, Slough, SL3 8UA, 18, Grampian Way, Slough, SL3 8UG, 22, Grampian Way, Slough, SL3 8UG, 14, Grampian Way, Slough, SL3 8UG, 122, Cheviot Road, Slough, SL3 8UA, 106, Cheviot Road, Slough, SL3 8UA, 86, Cheviot Road, Slough, SL3 8UA, 90, Cheviot Road, Slough, SL3 8UA, 94, Cheviot Road, Slough, SL3 8UA, 120, Cheviot Road, Slough, SL3 8UA, 25, Grampian Way, Slough, SL3 8UF, 104, Cheviot Road, Slough, SL3 8UA, 118, Cheviot Road, Slough, SL3 8UA, 102, Cheviot Road, Slough, SL3 8UA, 116, Cheviot Road, Slough, SL3 8UA, 7, Foxborough Close, Slough, SL3 8PU, 100, Cheviot Road, Slough, SL3 8UA, 114, Cheviot Road, Slough, SL3 8UA, 12, Grampian Way, Slough, SL3 8UG, 8, Grampian Way, Slough, SL3 8UG, 4, Grampian Way, Slough, SL3 8UG, 98, Cheviot Road, Slough, SL3 8UA, 112, Cheviot Road, Slough, SL3 8UA, 9, Foxborough Close, Slough, SL3 8PU, 96, Cheviot Road, Slough, SL3 8UA, 7a, Foxborough Close, Slough, SL3 8PU

5.2 The following objection letters were received on the application as originally submitted:

Five letters of objection have been received to the proposal alongside a petition signed by 34 objectors. The comments raised in these can be summarised as follows:

- There is an existing parking problem in the area, with vehicles parking on pavements, on both sides of the narrow roads, and double parking. The loss of the existing garages and parking spaces on the application site and the addition of three dwellings will exacerbate this parking problem.
- The additional parking pressure will exacerbate the problem of emergency vehicles being able to access the area.
- The Design and Access Statement states that garages are not used for parking. At between 6 and 8 of the existing garages are occupied and used for parking and the car park is in constant use. 118 Cheviot Road use garage daily to park vehicles.
- Proposal results in the loss of an existing grassed area that is used by children and pets.
- Overlooking between proposed and existing properties.
- Overshadowing/loss of light of neighbouring properties.
- Request daylight and sunlight analysis in accordance with industry standards.
- Noise and disturbance from new dwellings.
- Impact upon human rights to breathe air and impact from construction noise.

- Impact on slow worms – a previous application was refused due to these but they are still on site (*Officer Note: No planning application has been refused on this site*).
- Loss of access to garages in back gardens of properties on Cheviot Road (e.g. 114 Cheviot Road).
- Devalue properties due to loss of parking (*Officer Note: This is not a material planning consideration*).
- One garage is used by a disabled resident to store equipment such as electric mobility scooter which is needed close to the residents location – the loss of the storage space will increase the insurance cost (*Officer Note: any impact on insurance would not be a material consideration in the determination of the application, however, the loss of a parking space for a mobility scooter would be a material consideration – the impact on parking is assessed below*).

5.3 One neighbour letter has been received following a re-consultation on the amended scheme. The consultation period has not expired at the time of writing this report (the expiry is 29th August 2018) and any further letters received will be communicated to the committee via the amendment sheet.

The contents of this letter can be summarised as follows:

- Loss of garages and replacement with a few parking bays will exacerbate existing parking problems on Cheviot Road and Grampian Way alongside the difficulty for emergency services vehicles to park.
- There are trees in Grampian Way which are used by birds nesting and would not want to see them lost because of proposal (*Officer Note: There are no trees on the application site*).
- Loss of privacy and feeling of enclosure from development.
- Loss of garage close to house would be harmful as user and wife would need to walk further to replacement garage and they suffer with disabilities.
- Dwellings could be located elsewhere (*This is not a material planning consideration in the assessment of this application*).

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

6.0 **Consultations**

6.1 **Transport and Highways Development, Resources, Housing and Regeneration**

Comments prior to submission of amended scheme;

Details on current garage usage needed. Proposed 6no parking spaces for 3no 3bedroom dwellings is acceptable. Additional 4no cycle spaces have also been provided. Private surface water must be contained within the site and not drain onto highway or into h/way drainage network.

Comments on amended scheme;

As will be discussed later in this report, the Highways Authority were involved in the re-design of this scheme to overcome the loss of parking. In line with this, no objection has been received on the amended plans.

6.2 **Tree Officer**

There are no trees on this site. The trees to the west of the site in the adjacent properties are poor quality and should not be a restriction on development. The indicative landscape proposal seems sensible but full details are necessary to ensure it is enforceable.

6.3 **Contaminated Land Officer**

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

7.0 **PART B: PLANNING APPRAISAL**

7.1 **Policy Background**

Revised National Planning Policy Framework and National Planning Policy Guidance:

Chapter 2: Achieving Sustainable Development

Chapter 5: Building a sufficient supply of homes

Chapter 6: Building a strong, competitive economy

Chapter 9: Promoting sustainable transport

Chapter 12: Achieving well-designed places

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

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004

H9 – Comprehensive Planning

H13 – Backland/infill development

H14 – Amenity Space

EN1 – Standard of Design

EN3 – Landscaping

EN5 – Design and Crime Prevention

OSC8 – Green Spaces

T2 – Parking

T8 – Cycle 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 revised version of the National planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character of the area
- Impact on residential amenity
- Living Conditions and Amenity Space for residents
- Crime Prevention
- Highways and Parking
- Impact upon green space
- Ecology

8.0 **Principle of development**

8.1 At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 68 of the NPPF identifies that ‘small and medium sized sites can make an important contribution to meeting the housing requirements of an area.’

8.2 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 site's current or proposed accessibility, character and surroundings.

8.3 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area.

8.4 The application site falls outside of Slough town centre, and as such the provision of family houses is welcomed in terms of land use. As such the principle of providing 3 family dwellings on the site is supported.

9.0 **Impact on Visual Amenity**

9.1 The National Planning Policy Framework outlines that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'

9.2 Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document states:

All development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:

1. be of a high quality design that is practical, attractive, safe, accessible and adaptable
2. respect its location and surroundings
3. be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style

9.3 Policy EN1 of the adopted Local Plan requires development proposals to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of: scale, height, massing, bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees.

9.4 During the course of the application the scheme has been amended in order to overcome concerns with some aspects of the scheme as originally submitted. It is considered that the scheme now under consideration is of a higher design standard that would contribute positively to the character and appearance of the street scene.

- 9.5 The application proposes the erection of a row of three terraced properties with parking, replacement unallocated parking, and the alteration of the existing outdoor clothes drying area to green space with play equipment.
- 9.6 The application site as current comprises two blocks of single storey garages and an open area of hardstanding upon which it is understood garages used to stand. On the north-western part of the site is an outdoor drying area which is sunken and covered in hardstanding with damaged fencing surrounding. The existing appearance of this site is quite poor quality and utilitarian in appearance.
- 9.7 The proposed row of terraces properties would have a combined width of 18.6 metres and depth of 7.8 metres and would be two storey properties with a ridge height of 8.6 metres. The proposed properties would have gable end pitched roofs.
- 9.8 The surrounding street scene is largely characterised by three storey buildings with shallow pitched roofs to the north, east and south, and by park homes to the west. Whilst not matching in appearance the existing buildings within Cheviot Road and Grampian Way, the row of terraces would appear as a good transition between these three storey buildings and the single storey park homes to the west. To the front (south) of these dwellings it is proposed to provide allocated parking for the proposed new housing, followed by eight unallocated parking spaces. The south-western corner of the site would have new planting.
- 9.9 The result from the street scene (south) is a vast improvement to the current dilapidated garage blocks and large area of hardstanding to a row of terraced houses, formalised parking spaces, and increased soft landscaping. As such it is considered that the proposal would appear as an improvement to this area from the street scene to the south.
- 9.10 The application site borders an area of informal green space to the north, and would remove the south west section of this existing green space which will become part of the gardens of the proposed terraces. To mitigate and compensate this loss the existing hard surface clothes drying area would be raised and landscaped with grass. It would include two rotating clothes dryers and play equipment being. A small hit and miss fence would surround this raised area. In design terms, it is considered that this development would enhance the appearance of the site from the existing green space and surrounding walkways. It would also compensate the loss of the south western edge of the green space.
- 10.0 **Impact to neighbouring residential properties**
- 10.1 The impact on adjacent residential properties is assessed against Core Policy 8 and Local Plan Policy EN1.

- 10.2 Core Policy 8 of the Local Development Framework, Core Strategy, states that *“The design of all development within existing residential areas should respect the amenities of adjoining occupiers.”*
- 10.3 Policy EN1 of the Adopted Local Plan states that *“all development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surrounding”*, in accordance with the criteria set out in that policy.
- 10.4 Concern was raised within neighbour letters (based on the previous scheme) that the proposal would result in overshadowing, loss of light and overlooking of neighbouring properties.
- 10.5 In terms of overshadowing and loss of light, the proposed dwellings would be positioned approximately 15.4 metres away from the neighbouring three storey properties to the east, 25.4 metres away from the neighbouring three storey properties to the north, 35.4 metres from the neighbouring three storey properties to the south, and between approximately 7.6 and 8.4 metres from the park homes to the west. With the proposed dwellings being two storey and set away from neighbouring properties, it is not considered that the development would result in loss of light or overshadowing of neighbouring properties. In line with these distances, and the two storey nature of the buildings, it is also not considered that the proposal would appear unacceptably overbearing to neighbouring properties.
- 10.6 In terms of overlooking, it is the case that the windows proposed to the front (south) of these dwellings would look over the car parking area and towards the street scene, and the windows to the rear (north) would look over the gardens and green space. These windows would not result in an overlooking issue. The impact on neighbouring living conditions from the flank windows is assessed below.
- 10.7 Plot 1 (that near the western boundary with the park homes) would have a side garden area, and as such it is not considered that the ground floor windows within this dwelling would result in overlooking concerns, nor would the lower window serving the staircase. Concern is raised that the first floor windows would offer a direct view into the private amenity space of the park homes to the west, and it is considered that the secondary window serving bed 2 and the upper staircase window should be conditioned to be obscure glazed and non-opening below 1.7 metres.
- 10.8 Plot 3 (that near the eastern boundary with the footpath) would directly border the existing footpath, with some deterrent planting between the footpath and the side elevation. Concern is raised that users of the footpath would be able to look directly into the ground floor windows of this property providing a poor living condition for future occupiers of plot 3. The staircase windows and first floor bedroom 2 window would look over the existing footpath and towards the rear gardens and elevations of properties on Cheviot Road, all of which contain habitable room windows on the rear elevation. In order to restrict direct overlooking between the existing and proposed properties, and to safeguard the living conditions of future occupiers, it is considered that all five windows on the side elevation of plot 3 should be conditioned to be obscure glazed and non-opening below 1.7 metres which is acceptable because they

either serve non-habitable rooms or would provide a secondary light source to rooms.

- 10.9 Concern was raised within neighbour letters that the proposal would impact upon human rights to breathe air and also result in an impact upon neighbouring amenity through construction noise. Further concern was raised that the new dwellings would result in noise and disturbance to neighbouring properties.
- 10.10 Any impact upon neighbouring amenity as a result of construction would be restricted to the construction period and as such would be short term. In terms of the noise and disturbance from the resultant dwellings, access to these properties is from the existing access point to the south and as such would not result in a greater impact upon neighbouring amenity than the existing comings and goings and manoeuvring of vehicles associated with garages and parking areas of this size. The use of the dwellings is as residential properties, and as such the level of noise and disturbance from these properties will be compatible with the residential character of the area. With the proposal being for residential dwellings, replacement parking, and improved green space, it is not considered that there would be an unacceptable impact upon neighbouring amenity in terms of noise, disturbance and air quality.
- 10.11 It is considered that subject to the above conditions controlling the side windows, the proposal would not have an unacceptable impact upon neighbouring amenity and is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.
- 10.12 A neighbour letter, from a resident who rents a garage, also raised concern with the loss of the existing garages due to the inconvenience this would have, particularly with the user and relations suffering from disabilities and the inconvenience of needing to walk further to an alternative garage block. This inconvenience is a material planning consideration in the assessment of this application, and it is acknowledged that some tenants may think that any solutions to overcome the loss of the garages (such as the replacement parking) do not overcome this. Whilst this inconvenience is acknowledged, when weighed against the benefits of the scheme, such as the provision of three new affordable dwellings, this is given little weight.
- 11.0 **Living Conditions and Amenity Space for residents**
- 11.1 The NPPF states that planning should ensure that developments provide a high standard of amenity for existing and future users (para 127).
- 11.2 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type

and size of amenity space and the proximity to existing public open space and play facilities. This policy is further backed up with the Councils Guidelines for the Provision of Amenity Space around Residential Dwellings.

- 11.3 The proposed dwellings would each be two bedrooms, and as such the Council would expect each property to be provided with a minimum of 50 square metres of rear garden. Whilst plot 1 is provided with a private garden of 86 square metres, the garden sizes for plots 2 and 3 fall below the minimum level by between 11 and 12 square metres, with the gardens being 38 and 39 square metres. Whilst below the minimum standard outlined within the Residential Extensions SPD, it is the case that the rear gardens of these properties would directly back onto, and have rear access onto, the existing green space and the newly created play equipment to the north. Due to this close proximity to the green space, it is considered that the reduced level of amenity space for plots 2 and 3 is justified and can be accepted in this circumstance.
- 12.0 **Crime Prevention**
- 12.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.
- 12.2 As current the site comprises two garage blocks with hardstanding informally used as parking to the rear, bordering the green space. A footpath runs along the eastern boundary, between the garage blocks and garden fences resulting in poor visibility for any users of the footpath as to whether anyone is behind the garage blocks. The removal of these garage blocks and the creation of improved landscaping, and windows looking to the north and south will provide informal surveillance of the proposed replacement car parking to the south and of the green space to the north. The proposal also results in the visibility of the footpath to the east being improved, with the built form being set away from the boundary and low deterrent planting used, enhancing the usability of this footpath. As such it is considered that the proposal would be beneficial to the area by removing an area of space which is under utilised and hidden away in an area where there is limited surveillance. The terraced of houses will bring about a different type of activity which is less transient and there would be greater surveillance of the streets and spaces in the area.
- 13.0 **Highways and Parking**
- 13.1 The NPPF outlines that transport issues should be considered from the earliest stages of plan-making and development proposals so that the potential impacts and opportunities of development on transport networks can be addressed, opportunities to promote walking, cycling and public transport are identified, the environmental impacts of traffic can be identified, and movement patterns can be incorporated into designs (para 102). When assessing development it should be ensured that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access is achieved, and any significant impacts from the development on the transport network or highway safety can be cost effective (para 108).

- 13.2 Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 13.3 Core Policy 7 requires that development proposals will have to make appropriate provisions for reducing the need to travel, widening travel choices and making travel by sustainable means of transport more attractive than the private car, improving road safety, improving air quality and reducing the impact of travel upon the environment.
- 13.4 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 13.5 The Residential Extensions SPD outlines that two bedroomed properties should have two parking spaces each.
- 13.6 The application site currently comprises garage blocks with informal open parking. Concern was raised within neighbour letters as to the loss of these existing garages and parking spaces due to the existing parking problems that exist within this area. It is the case that this area is highly congested, and as such a parking survey was requested from the applicant.
- 13.7 A car park survey was carried out by the applicant and has been reviewed by the Council's Highway Authority. Based on this report, it was advised that the provision of eight replacement communal parking spaces would be required based on the surveys of use of the area for parking. Consequently the plans were amended to their current form to provide eight communal parking spaces to the front (south) of the site, followed by the six parking spaces required for the development itself.
- 13.8 The Highway Authority were consulted on this amended plan and advised that the parking arrangement was acceptable, and that sufficient parking was provided for both the proposed dwellings and to overcome the loss of parking from the existing use of the site.
- 13.9 With policy compliant parking being provided for the proposed dwellings, and the provision of an acceptable level of replacement communal parking, it is considered that the proposal would be acceptable in highway safety and network terms.
- 13.10 Neighbour letters have also identified that there appears to be parking and a garage within the rear gardens of properties on Cheviot Road (number 114 Cheviot Road) however there is not an established right of way to these properties and access is over a kerb and footpath. The impact on the parking for these neighbouring properties is not a material consideration that should be given significant weight.

14.0 **Affordable Housing**

14.1 The application adds 3 dwellings to the site and, if the proposal was not for 100% social housing, an affordable housing contribution would not be required. However, this application is to provide a fully affordable housing scheme, with the properties being Council housing. The provision of a fully affordable housing scheme is a commendable addition that will assist in providing required housing need within the Borough.

14.2 The applicant has stated that the houses would be constructed and let as part of the Council's expansion of Affordable Housing provision (using the financial contributions from other housing developments where no on-site provision has been made, but compliance with CP4 is achieved through payment of a commuted sum). A condition governing the development, to ensure that these dwellings will remain as affordable homes in perpetuity, will be required.

15.0 **Green Spaces**

15.1 Policy OSC8 of the Local Plan outlines that:

'Development proposals which would result in the loss of green spaces will not be permitted unless the amenity value of the green space can be largely retained and enhanced through development of part of the site. Applications for any development affecting green spaces must be accompanied by detailed landscaping plans so that the visual impact of the proposed development on the amenity of the surrounding area can be fully assessed.'

15.2 The application would result in the loss of the southern end of the existing green space, with this becoming private garden space for the proposed dwellings. To mitigate this loss, it is proposed to raise the level of the existing outside drying area, removing the hardstanding, and turf this. This area would then have two rotating clothes dryers installed on it alongside two items of play equipment for children – a whirligig and a climbing net. This area would then be fenced with a 1m high hit and miss fence to provide a safe area for children to play. The result in the retention of a slightly smaller piece of open grass, and a fenced section providing new play equipment for children.

15.3 It is considered that the provision of replacement space to the west of the existing green space with play equipment for children assists in greatly improving the usability of this green space and greatly enhances its appearance. To ensure the provision and future retention of the play equipment, it is considered that a condition should be attached requiring this equipment to be provided prior to first occupation of the development.

16.0 **Ecology**

16.1 Neighbour letters raised concern regarding the potential impact of this

development upon protected species, in particular upon slow worms. In light of these concerns an Ecological Survey was requested from the applicants. The submitted Preliminary Ecological Appraisal Survey identified that there were no designated sites within 2km, no notable habitats and plants, no non-native species, no suitable roosting habitats for bats, no suitable reptile habitats on site, no suitable habitat or ponds for Great crested newts to be on site, and no suitable habitat for other terrestrial mammals. In terms of slow worms, the report advises that any slow worm populations that may be present in adjoining habitats are highly unlikely to enter the site as there is no suitable habitat.

16.2 The reports recommends that the nesting season (1st March-31st August) should be avoided for development in case of nesting birds, and if not possible a nesting bird check should be carried out immediately prior to the start of work. A further recommendation is made in terms of mammals that any trenches should be covered at night or have a ramp inserted, security lighting should be directed away from the undergrowth, and any chemicals and pollutants used or created by the development should be stored and disposed of correctly. This can be conditioned through requiring a construction and environmental management plan. No impact is foreseen on any protected species, including slow worms, and as such no recommendations are made.

16.3 The submitted Ecological Appraisal Survey also identifies possible enhancements for the site:

- To attract more invertebrates bat friendly planting should be used in the gardens and Habitat bat bricks should be used in the dwellings.
- Two bird boxes (swift and sparrow) should be installed on the dwellings.
- Gaps should be left between residential fences to allow free movement of species such as hedgehogs, and a hedgehog box should be added to each garden.
- Log piles should be included within the landscaping to provide habitat for a range of wildlife.

16.4 To ensure that ecological enhancement measures are implemented on site, it is considered that a condition should be attached requiring details to be submitted on proposed ecological enhancement measures for this site, and for these to be implemented on site prior to first occupation of the dwellings.

16.5 As such, the submitted Ecological Appraisal Survey identifies that there would not be any significant impact upon wildlife, including protected species, as a result of this development. There is, however, the opportunity to provide ecological enhancements to the area which will be encouraged through condition.

17.0 **PART C: RECOMMENDATION**
Planning Conclusion

17.1 Having considered the relevant policies set out below, and comments from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be approved subject to conditions.

18.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

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:

- (a) Drawing No. 151199-STL-P_600 Rev A, received 09/07/2018;
- (b) Drawing No. 151199-STL-P_601 Rev A, received 09/07/2018;
- (c) Drawing No. 151199-STL-P_605 Rev C, received 30/07/2018;
- (d) Drawing No. 151199-STL-P_606 Rev B, received 09/07/2018;
- (e) Drawing No. 151199-STL-P_620 Rev C, received 09/07/2018;
- (f) Drawing No. 151199-STL-P_630 Rev B, received 09/07/2018;
- (g) Drawing No. 151199-STL-P_640 Rev D, received 06/08/2018;
- (h) Drawing No. 151199-STL-P_650 Rev A, received 09/07/2018;

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

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. Samples of external materials to be used in the construction of the 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 Adopted Plan for Slough 2004.

5. Construction of the buildings above damp proof course level shall not 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, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs.

On substantial completion of the development, the approved scheme of hard landscaping shall have been constructed. The approved scheme of soft landscaping 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 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

6. Prior to the commencement of development details of ecological enhancement measures to be undertaken on the site shall be submitted to and approved in writing by the LPA in accordance with the enhancement suggestions of the Preliminary Ecological Appraisal Survey undertaken by ARBTECH and dated 13/12/2017. The development shall be carried out in accordance with the ecological enhancement measures and retained thereafter.

Reason: To provide for ecological enhancement in compliance with section 15 of the National Planning Policy Framework.

7. 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:
 - (i) Construction access;
 - (ii) Vehicle parking for site operatives and visitors;
 - (iii) Loading/off-loading and turning areas;

- (iv) Site compound;
- (v) Storage of materials;
- (vi) 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.

8. 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) measures to protect existing ecological interests as identified within the Preliminary Ecological Appraisal Survey undertaken by ARBTECH and dated 13/12/2017

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.

9. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order) and The Town & Country Planning Act 1990 (as amended), no window(s), other than those hereby approved, shall be formed in the eastern or western side elevations of the approved buildings without the prior written approval of the Local Planning Authority.

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

10. 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, E, no extension to the dwellings 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.

11. The following windows within the flank walls of the development hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.7m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority:
 - a) Plot 1 – The first floor windows serving bedroom 2 and the first floor landing on the western side elevation as shown within plans 151199-STL-P_605 Rev C, received 30/07/2018 and plan 151199-STL-P_620 Rev C, received 09/07/2018.
 - b) Plot 3 – All windows within the eastern side elevation as shown within plans 151199-STL-P_605 Rev C, received 30/07/2018 and plan 151199-STL-P_620 Rev C, received 09/07/2018.

REASON To minimise any loss of privacy to adjoining occupiers.

12. Prior to first occupation of the dwellings hereby approved, the drying area, as identified within plan 151199-STL-P_606 Rev B, shall be raised to match land levels on the neighbouring green space, shall have the existing fencing dividing this area from the green space removed, shall be turfed, shall have the 1m high hit and miss fencing installed, and the play equipment comprising a whirligig with arms (as identified within specification report Richter Spielgerate GMBH received 31/07/2018 number 6.28100) and vertical climbing net (as identified with specification report Richter Spielgerate GMBH received 31/07/2018 number 6.51630) shall be provided on site, unless otherwise agreed in writing by the LPA. The resultant turfed area and play equipment shall thereafter be retained on site for the use of the general public as part of the neighbouring green space, and shall at no time be subdivided or enclosed for private use.

Reason: To mitigate the loss of part of the existing green space and to improve the amenity of the area in accordance with policy OSC8 of the Local Plan.

13. Prior to the commencement of development details of the proposed cycle parking provision (including housing details) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to first 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 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. Prior to first occupation of the dwellings hereby permitted the parking spaces for each dwelling shown in plan 151199-STL-P_605 Rev C received 30/07/2018 (1.1, 1.2, 2.1, 2.2, 3.1, 3.2) shall be provided on site. These parking spaces shall thereafter be retained solely for the parking of vehicles.

REASON To ensure adequate car parking to serve the development in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

15. Prior to first occupation of the dwellings hereby permitted the unallocated parking spaces 1-8 shown in plan 151199-STL-P_605 Rev C received 30/07/2018 shall be provided on site. These parking spaces shall thereafter be retained solely for the parking of vehicles and shall remain to be used on a communal basis for residents in the area with the exception of the new terraced dwellings hereby approved.

REASON To ensure adequate replacement car parking is provided to serve surrounding properties in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008

16. 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.

17. 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.

18. 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.

19. 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.

20. The bollards shown on plan 151199-STL-P_605 Rev C shall be provided prior to first occupation of the development hereby approved and retained thereafter.

REASON: To ensure that necessary works to minimise highway danger, obstruction and inconvenience as a result of this development are undertaken, in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

21. If the approved development is not carried out within 12 months of the date of decision a further ecological survey of the site shall be undertaken and submitted to and approved in writing by the LPA. If any further mitigation measures are identified within this survey details of how these shall be undertaken on site shall be submitted to and approved in writing by the LPA, implemented on site and retained thereafter.

Reason: To provide for ecological mitigation and enhancement in compliance with section 15 of the National Planning Policy Framework.

22. Prior to first occupation of the dwellings hereby approved the boundary treatments, as outlined within plan 151199-STL-P_605 Rev C shall be provided on site and retained thereafter. No further means of enclosure shall be erected on the site without the prior written approval of the LPA.

Reason: To ensure the retention of 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. Prior to occupation, 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. Security measures in line with the principles of Secured by Design are to be implemented following consultation with the 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.

INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

2. Highways:

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

3. The developer is advised to contact the Council's Highways Department to discuss the terms of the Section 278 agreement.
4. It is advised that the nesting season (1st March-31st August) should be avoided for development in case of nesting birds, and if not possible, a nesting bird check should be carried out immediately prior to the start of work.
5. It is advised that during construction any trenches should be covered at night or have a ramp inserted to allow any mammals who fall in to escape.
6. It is advised that during construction any security lighting should be directed away from the undergrowth, and any chemicals and pollutants used or created by the development should be stored and disposed of correctly to protect any wildlife.