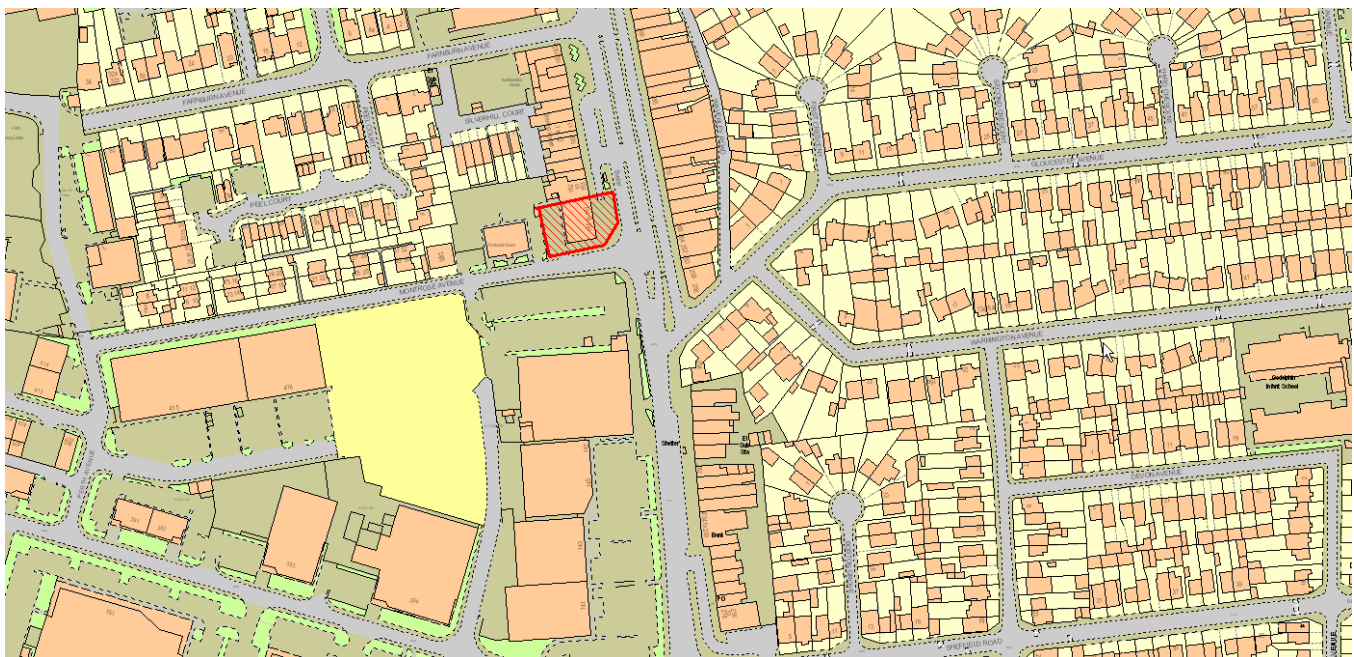


Registration Date:	26-Sep-2018	Application No:	P/01077/024
Officer:	Michael Scott	Ward:	Farnham
Applicant:	Sisma Developments Ltd	Application Type:	Major
		13 Week Date:	21 Nov 2018
Agent:	Brocklehurst Architects Limited, 15, High Street, West Wycombe, Buckinghamshire, HP14 3AE		
Location:	Montrose House, 155-161, Farnham Road, Slough, SL1 4XP		
Proposal:	Extension of existing building to create a 3rd floor, in conjunction with the conversion of existing offices, to form 21 residential units; new 4-storey extension to form stairs and lift enclosure on south elevation and a new 4-storey stair enclosure to the rear elevation; and, alterations of existing windows and construction of a bin store.		

Recommendation: Delegate to the Planning Manager for approval.



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for **APPROVAL** subject to finalise conditions; and any other minor changes.

1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for:

- Construction of an additional storey to form a 3rd floor.
- Erection of a four storey extension on the south elevation to provide stairs and lift facilities.
- Erection of a four storey extension on the west (rear) elevation to provide stairs.
- Conversion of existing building in conjunction with new structures to provide 21 no. one-bedroom residential apartments.
- Surface level car parking to the front and to the rear.
- The provision of 21 secure cycle parking spaces in an enclosed ground floor room.
- Continued use of existing access from Farnham Road and Montrose Avenue.
- Detached external bin/recycling storage at rear ground level.

3.0 **Application Site**

3.1 The application site lies on the north side of the junction of Farnham Road and Montrose Avenue. The existing three-storey building comprises a ground floor commercial unit occupied as a Betting Office with two floors above occupied as offices for an employment agency, which have an independent access from the side in Montrose Avenue. The building has a flat roof. There is surface level car parking/servicing to the front and to the rear.

3.2 The application premises are a part of the commercial parade on the west and east sides of Farnham Road, which are characterised by similar blocks of three storey buildings. The immediately adjoining premises match this character with a commercial use at ground floor and residential accommodation with rear deck access above.

3.3 To the south and opposite lies a Sainsburys store with surface level car parking on the Montrose Road frontage. To the west on Montrose Avenue lies

the Al Quaim Centre (Westwood House)- a detached three storey block that is occupied by a community group.

3.4 The site is located in a designated Shopping Centre. The site does not lie in a Flood Zone.

3.5 There is a road widening line on the north-west side of the Montrose Avenue/Farnham Road junction. This affects the corner in front of the application site.

4.0 **Relevant Site History**

4.1 The most relevant planning history for the site is presented below:

F/01077/023 Prior approval for the change of use from B1 office to C3 residential (14no. 1 bedroom flats).
Prior Approval Required and Granted; 07-Aug-2018.

P/01077/022 Change of use at ground floor from A2 use (Betting Shop) to A3 use (Cafe/Restaurant) and first floor from B1(A) use (Offices) to A3 use (Cafe/Restaurant), retain B1(A) use (Offices) at second floor, three storey rear extension (with provision of a rear car port area at ground floor) and four storey side extension (fronting Montrose Avenue), conversion of roof top to A3 use (Cafe) with roof extensions, external front canopies, retractable awnings, outside seating and associated works.
Approved with Conditions; 09-Mar-2017.

P/01077/019 Change of use of ground floor from A1(retail) to A2 (financial and professional services).
Approved with Conditions; 14-Dec-2001.

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) two site notices were displayed outside the site on 02/10/2018. The application was advertised as a major application in the 27/07/2018 edition of The Slough Express. Neighbour letters were sent out on 02/10/2018 to the following addresses:

Stobys Fish & Chip Restaurant, 163, Farnham Road, Slough, SL1 4XP,
Goldteam Recruitment, First Floor, 155, Farnham Road, Slough, SL1 4XP,
159, Farnham Road, Slough, SL1 4XP, 155, Farnham Road, Slough, SL1 4XP,
Second Floor, 155, Farnham Road, Slough, SL1 4XP, Al Quaim Centre,
39, Montrose Avenue, Slough, SL1 4TN, 38, Montrose Avenue, Slough, SL1

4TN, 37, Montrose Avenue, Slough, SL1 4TN, 37, Montrose Avenue, Slough, SL1 4TN, 38, Montrose Avenue, Slough, SL1 4TN, 163C, Farnham Road, Slough, SL1 4XP, The Blind Spot, 163D, Farnham Road, Slough, SL1 4XP, 163E, Farnham Road, Slough, SL1 4XP, 163A, Farnham Road, Slough, SL1 4XP, 163B, Farnham Road, Slough, SL1 4XP, Silverhill Court, 7, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, Farnburn Avenue, Silverhill Court, 6, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 5, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 4, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 3, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 2, Farnburn Avenue, Slough, SL1 4WS, Silverhill Court, 1, Farnburn Avenue, Slough, SL1 4WS, 5, Peel Court, Slough, SL1 4YA, 6, Peel Court, Slough, SL1 4YA, Automatic Teller Machine, 149, Farnham Road, Sainsburys, 149, Farnham Road, Slough, SL1 4XP, 165, Farnham Road, Slough, SL1 4XP

5.2 The public consultation period expired on 23rd October 2018. No comments from members of the public have been received.

6.0 **Consultations**

6.1 Local Highway Authority:

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

6.2 Environment Protection:

Air Quality Background

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual average), including:

- Slough Town Centre
- M4
- Tuns lane
- Brands Hill
- Bath Road

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM2.5 in Slough (PHE).

SBC will adopt the Slough Low Emission Strategy 2018-25 on the 17th September. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: 'Land-Use planning and Development Management' Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

Where mitigation is required and refers to the 'Slough Electric Vehicle Plan' this can be found in Section 4.3 of the LES Technical Report.

The Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.

Air Quality Comments

In line with the Slough Low Emission Strategy, the scheme is considered to have a MINOR impact on air quality. As such, the scheme only requires an assessment of potential exposure of future residents to concentrations of NO₂ and the integration of Type 1 Mitigation measures, contained in the LES Planning Guidance. Local monitoring data circa 250m from the development site indicates NO₂ concentrations are low, averaging at 15.9µg/m³ for 2017, therefore risk of exposure is expected to be minor.

The development includes 21 residential units with 17 parking spaces. The area has good public transport services linked to the town centre to reduce the need for allocated parking, supported further by 8 cycle spaces located on the ground floor.

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As there are no dedicated spaces for the residential dwellings (17 spaces), the LES requires that a minimum of 10% of the parking spaces should have access to electric vehicle recharging facilities. Therefore, a minimum of 2 parking spaces should be provided with charging facilities.
- Non-road mobile machinery (NRMM) controls shall be in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report

Noise Comments

In line with the ProPG: Planning and Noise Guidance, a noise assessment is required, which will:

- Indicate the likely risk of adverse effects from the existing traffic noise from Farnham Road and the impact of the increase in traffic noise to existing residents in the area and future residents of the development
- Indicate the likely risk of adverse effects from construction traffic noise to neighbouring residents

The assessment will indicate the likely risk of adverse effect from noise, which will determine the level of mitigation required for the development. This may include:

- Reconsidering the development orientation and internal layout to locate bedrooms facing away from traffic noise to ensure an internal noise level of LAeq 35 dB is not exceeded during the day or LAeq 30 dB during the night
- Applying good acoustic design principles such as acoustic glazing for windows, and potential for air ventilation systems, details of which shall be submitted as part of the noise impact assessment.

It is stated in the Proposal Attachment Details that mechanical ventilation and upgraded windows will be provided, following advice from an acoustic consultant. Prior to the commencement of the development, the noise report

and specific details relating to the acoustic windows, acoustic doors and acoustic ventilation to be installed on the development, shall be submitted to and approved in writing by the Local Planning Authority.

- 6.3 Crime Prevention Design Advisor:
No comments received. Any comments received will be reported into the Update / Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

- 7.1 National Planning Policy Framework 2018:
Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 6: Building a strong, competitive economy
Section 7: Ensuring the vitality of town centres
Section 8: Promoting healthy communities
Section 9: Promoting sustainable transport
Section 11: Making effective use of land
Section 12: Achieving well-designed places
Section 14: Meeting the challenge of climate change, flooding and coastal change

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 5 – Employment
Core Policy 6 – Retail, Leisure, and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design
EN5 – Design and Crime Prevention
H11 – Change of Use to Residential
H14 – Amenity Space
T2 – Parking Restraint
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4

- Proposals Map
- Flat Conversions Guidelines

Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist, February 2013

The revised version of the National Planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the proposed development against 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
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Affordable housing and Infrastructure

8.0 **Principle of development**

8.1 The application relates to the upper floors of a building over commercial floorspace on the main Farnham Road in a Shopping Parade. The earlier determination under Prior Approval procedures (ref: F/01077/023) enables the residential use of these floors.

8.2 The National Planning Policy Framework 2018 encourages the effective and efficient use of land. This is reflected within Core Policies 1 and 4 which seek high density non family type housing to be located in the Town Centre. In the urban areas outside of the town centre, new residential development is expected to be predominantly family housing.

8.3 The application site is located in an area where the neighbouring properties are residential flats over commercial uses, and therefore the site is not considered to be in a typical suburban area. As such it is accepted that flats would be an appropriate housing type on this application site.

8.4 Having regard to the National Planning Policy Framework 2018 and the Local Development Plan, there are no objections to the principle of residential flatted development on this site.

9.0 **Mix of housing**

9.1 The National Planning Policy Framework 2018 seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4. The proposal would provide solely 1 bed units; which, given the location on the upper floors of a building in these particular site circumstances is considered appropriate and thus acceptable.

9.2 The proposals entail seven additional units over the number permitted under the Prior Approval procedures. The additional units do not trigger either affordable housing or an educational contribution under the Council's policies.

10.0 **Impact on the character and appearance of the area**

10.1 The National Planning Policy Framework 2018 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.

10.2 The application proposes the addition of a new floor over the existing building together with the addition of two stair enclosures – one including a lift facility. These changes to the overall bulk and massing of the building must be assessed in the context of the earlier planning approval (P/01077/022) for a three-storey rear extension that included the use of the enlarged roof deck as a roof top café with canopies, seating and extensions and a four-storey stair/lift extension on the Montrose road frontage. The details of that approved scheme show that the roof deck café would have had roof top extensions and glazed screens on all sides so raising the overall height of the building to the equivalent of a fourth floor.

10.3 The proposed additional floor would entail a more solid finish than that of the roof deck café scheme but in the same way would reflect the same increase in the overall height of the building. The proposed finish would comprise aluminium cladding which would then “casade” to clad each of the three upper floors of the stair/lift extension on the southern façade. The new floor would match the fenestration of the first and second floors, which would be replaced with new identical windows. The overall appearance of the Farnham Road frontage would reflect good design in terms of comprising a “plinth”, a middle and a top, which would be clearly defined and well proportioned. As such, it is considered that the proposals are in keeping with the street scene.

10.4 The Montrose Road “end” elevation would be significantly changed by the incorporation of the proposed four storey stair/lift extension This would be

10.2 metres wide and project 2.90 metres from the face of the existing building leaving a gap of some 1600mm. from the back edge of the public footway. The end elevation of the building is 14.90 metres wide. The previously approved structure would have been 11.00 metres by 2.80 metres respectively. It is considered that the scale and massing of the current proposal would not be harmful in the street scene.

10.5 To the rear, the elevation would include balconies to serve some of the proposed residential units, as well as, continue the aluminium cladding at the level of the additional floor. To the north end of this elevation, there would be a “secondary” four-storey-glazed stair enclosure. This would be 2.30 metres wide and project 4.60 metres from the rear of the back of the building on the boundary with the adjoining premises at nos. 163-165. The adjoining building has a set of concrete steps on the boundary leading to the deck access maisonette flats at first and second floor level. It is considered that the appearance of the rear elevation would be in keeping with the overall composition of the proposed scheme.

10.6 In terms of the street scene generally, it is noted above that the western and eastern frontages of Farnham Road are fairly uniform in height. In this respect, it is considered that the inclusion of additional floor specifically at this location would mark the corner of the junction of Montrose Avenue and Farnham Road. Such an architectural “device” would be acceptable in the street scene.

10.7 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1 and EN2 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2018.

11.0 **Impact on amenity of neighbouring occupiers**

11.1 The National Planning Policy Framework 2018 encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Polies EN1 and EN2.

11.2 Neighbouring the site to the north are three deck accessed maisonette flats with access from the rear adjacent to the boundary where the proposed four storey “secondary” stair enclosure would be located. As it is noted that the proposed new structure would be much less in bulk given its depth would be only 4.6 metres as apposed to the scale and depth of the previous approved scheme, it is considered that there would be no significant harm to these occupants’ amenities.

- 11.3 The Al Quaim Centre to the west is over 19 metres away and non-residential. Although balconies are proposed on this side of the application site, it is considered that there would be no issues of overlooking arising for either the occupants of the Centre or future occupiers of the application scheme.
- 11.4 Sainsburys car park lies to the south and the eastern frontage on Farnham Road is some 35 metres distant.
- 11.5 Subject to conditions, no objections are raised in terms of the impacts on neighbouring properties and the proposal 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, and the requirements of the National Planning Policy Framework 2018.
- 12.0 **Living conditions for future occupiers of the development**
- 12.1 The National Planning Policy Framework 2018 states that planning should create places with a high standard of amenity for existing and future users.
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."
- 12.3 Independent access will be provided - separate from the continued use of the ground floor as a Betting office - at street level from the new Montrose Avenue stair/lift enclosure. The staircase or lift would then enable each floor to be accessed where there would be a central internal corridor to access four flats per floor facing Farnham Road and three per floor facing to the rear
- 12.4 The proposed flats would have acceptably sized internal spaces that would comply with the Council's current guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook.
- 12.5 Each of the three flats per floor facing the rear of the site would be served by external balconies/terraces. Given these would be on the quieter side of the building and west facing with views south, it is considered there would be a reasonable degree of amenity. Screening of the balconies should be conditioned to prevent overlooking of adjacent units and prevent the prejudicial development of adjoining sites. Additionally, the site lies a short walk from the north western end of the Godolphin Playing Fields and Baylis Park beyond. As such, it is considered that the future occupants would have access to outdoor amenity space.
- 12.6 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

13.0 **Crime Prevention**

13.1 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.

13.2 Access from the street would be gained from Montrose Avenue through secure double doors where there would be a good level of natural surveillance within the public realm.

13.3 Cycle storage would comprise a dedicated room on the ground floor adjoining the access foyer, offering double deck racks providing space for 22no. cycles. Subject to conditions to ensure the facilities are safe and secure and the external access doors are secure, no objections are raised.

14.0 **Highways and Parking**

14.1 The National Planning Policy Framework 2018 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 2018 states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

14.2 The proposed building footprint would not infringe the Council's road widening line.

14.3 Cycle parking would be provided to satisfy the Council's standards. Notwithstanding the submitted drawings, details of the facility should be the subject of a condition to ensure layout and spacing are acceptable.

14.4 The application site is located on Farnham Road where there is a good public bus service level.

14.5 The application proposes off-street parking spaces at surface level at the front and back of the building. Notwithstanding the submitted drawings, the details of the layout should be the subject of a condition to ensure the bin store is positioned in a satisfactory way to facilitate servicing and that the areas for parking accommodate the proposed road widening.

14.6 As a site in a designated Shopping Area, where the provision of services and facilities for shopping and other needs are immediately available within the

locality, it is recognised that the proposal lies in a highly sustainable location. Therefore, it is considered that the proposals would not raise an unacceptable impact on highway safety or a severe impact on the road network.

15.0 **PART C: RECOMMENDATION**

15.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to finalise conditions; and any other minor changes.

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

1. Commence within three years

The development hereby permitted shall be commenced within three years of 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. Drawing Numbers

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

- a) Drawing No. 5002_20; Dated May 2018; Rec'd 17/08/2018
- b) Drawing No. 5002_21; Dated May 2018; Rec'd 17/08/2018
- c) Drawing No. 5002_22; Dated May 2018; Rec'd 17/08/2018
- d) Drawing No. 5002_23; Dated May 2018; Rec'd 17/08/2018
- e) Drawing No. 5002_24A; Dated 11/10/18; Rec'd 11/10/2018
- f) Drawing No. 5002_25; Dated May 2018; Rec'd 17/08/2018
- g) Drawing No. 5002_26; Dated May 2018; Rec'd 17/08/2018
- h) Drawing No. 5002_27; Dated May 2018; Rec'd 17/08/2018
- i) Drawing No. 5002_28; Dated May 2018; Rec'd 17/08/2018
- j) Drawing No. 5002_29; Dated May 2018; Rec'd 17/08/2018
- k) Drawing No. 5002_30; Dated May 2018; Rec'd 17/08/2018
- l) Two Tier Bike Rack Information Sheet from The Bike Storage Company; Rec'd 11/10/2018
- m) Design & Access Statement by Brocklehurst Architects ref: 5002/3.1; dated June 2018; Rec'd 17/08/2018

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. Materials for making good:

All new external work of making good shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

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

4. New finishes:

Prior to the commencement of development, samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of the external envelope of 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 amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

5. Contaminated Land - Watching Brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development. In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning

Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

6. Construction Management Scheme

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

7. Designing out crime

Prior to first occupation a secure access strategy and secure letter/parcel drop strategy in line with the principles of Secured by Design and in consultation with Thames Valley Police shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2018.

8. Cycle Parking

No development shall be occupied until details of the 21no. cycle parking provision (including location, housing, door security, and cycle stand details) have been submitted to and approved in writing by the Local

Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

9. External Site Lighting

No part of the development hereby permitted shall be occupied 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 safeguarding the amenities of neighbouring properties an to provide safer access to the cycle store in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

10. Car Parking and Bin Storage Areas

No development shall be occupied until details of the parking spaces and turning areas together with the provision for bin/recycling storage within the application site have been submitted to and approved in writing by the Local Planning Authority. The layout thereby approved shall be laid out on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles on a communal basis.

REASON To ensure that an adequate and manageable layout on-site is provided to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

11. Electric vehicle charging points

Prior to the commencement of the development hereby approved, details of 2no. electric vehicle charging bays and electric vehicle charging points, including full specification details, plans and location shall be submitted to and approved in writing by the Local Planning Authority.

Prior to the first occupation of the development hereby approved, the electric vehicle rapid charging points/units serving the bays shall be installed, maintained and retained in accordance with the approved details and

manufacturer's requirements. The annual EV usage data (1st January to 31st December) shall be reported to the Local Planning Authority each year, no later than 31st January. The data to be reported relates to the total kWh used and total number of charge events, no details relating to the vehicle or driver shall be reported to maintain data privacy.

REASON In the interest of ensuring the provision of sustainable modes of transport for occupiers and users of the development in accordance with Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008, and the requirements of the NPPF 2018.

12. No additional windows

No windows (other than those hereby approved) shall be formed in the any elevation of the development without the prior written approval of the Local Planning Authority.

REASON To protect the privacy of neighbouring properties and to protect the visual 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, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

13. Privacy screening

No part of the development hereby permitted shall be occupied until details of privacy screening to the sides of the balconies to prevent conflicts of privacy within the proposed development have been submitted to and approved by the Local Planning Authority. The approved screening shall be installed on site in accordance with the approved details prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual and neighbour amenity, and to ensure no overlooking into the neighbouring sites to help ensure that there would not prejudice wider redevelopment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

INFORMATIVES:

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays

and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.

3. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.

4. 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.