

Registration Date:	17-Sep-2018	Application No:	P/17517/000
Officer:	Michael Scott	Ward:	Foxborough
Applicant:	Osborne Property Services Limited	Application Type:	Minor
		8 Week Date:	07 Nov 2018
Agent:	Savills, 33 Margaret Street, London, W1G 0JD		
Location:	Land adj to Quantock Close, Slough, SL3 8UD		
Proposal:	Demolition and redevelopment of existing garage site to provide 8no. 2-bedroom (4 person) affordable residential units, with associated car parking, cycle parking, refuse store and landscaping.		

**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 redevelopment on Council land.
- 1.3 This application was deferred for a site visit by the Planning Committee at it's meeting on 31<sup>st</sup> October 2018. The site visit took place on 14<sup>th</sup> November 2018 and the Committee is now requested to make a determination.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

- 2.1 This is a full planning application for:
- Construction of a 3-storey block – comprising 8no. residential units (each entail a 2-bedroom 4 person unit).
  - Undercroft parking for 3 cars and external surface level parking for a further 9 vehicles in conjunction with two dedicated “accessible” bays either side of the main entrance. In total there would be 14 spaces.
  - The provision of a secure cycle parking store in an enclosed ground floor room for 8no. bicycles.
  - The provision of a secure bin store in an enclosed ground floor room.

### 3.0 **Application Site**

- 3.1 The application site lies on the west side of Quantock Close at the northern end where the carriageway turns towards Cheviot Road.
- 3.2 The site comprises 26 single-storey lock-up garages in four rows forming two courts with some additional “apron” areas that accommodate some additional parking. There is a small electricity sub-station in a compound at the end of the northernmost row of garages.
- 3.3 To the south and lies a series of three-storey flats, which are perpendicular to the application site; so the flank wall of the northern end of the nearest set of flats faces the site. To the north, in Mendip Close, lies a short terrace of three two-storey houses, which face the application site. Opposite to the east and diagonally to the south are further two-storey terraced houses.
- 3.4 To the rear of the application is open land which is designated as “Allotments” on the Slough Local Development Framework Proposals Map.

3.5 The site lies in Flood Zone 1.

#### 4.0 **Relevant Site History**

4.1 There is no formal planning history on the site that has relevance to the current considerations. However, there has been a pre-application response by officers to a draft of the current scheme (ref: pre-app/01042).

The officers' concluding remarks, in a letter dated 13 August 2018 regarding pre-app/01042 were, as follows:

*In principle the construction of homes on this site is acceptable, if the matters of car parking loss and amenity space reduction can be explained and mitigated if necessary. The revised proposal is considered to be an improvement on the initial proposal for twelve new flats on this site, the revised layout/roof plan and written description of elements of the scheme for eight flats appears to be in general acceptable. With further detailing and perhaps roof form amendment it is likely that an acceptable design can be achieved.*

These remarks are not binding on the determination of a formal planning application.

#### 5.0 **Neighbour Notification**

5.1 Neighbour letters were sent out on 17/09/2018 to the following addresses:

12, Cheviot Road, Slough, SL3 8UA, 8, Cheviot Road, Slough, SL3 8UA, 14, Cheviot Road, Slough, SL3 8UA, 18, Troutbeck Close, Slough, SL2 5ED, 42, Cheviot Road, Slough, SL3 8UA, 6, Mendip Close, Slough, SL3 8UB, 28, Quantock Close, Slough, SL3 8UD, 13, Mendip Close, Slough, SL3 8UB, 1, Quantock Close, Slough, SL3 8UD, 12, Mendip Close, Slough, SL3 8UB, 11, Mendip Close, Slough, SL3 8UB, 10, Mendip Close, Slough, SL3 8UB, 8, Mendip Close, Slough, SL3 8UB, 9, Mendip Close, Slough, SL3 8UB, 27, Quantock Close, Slough, SL3 8UD, 28, Quantock Close, Slough, SL3 8UD, 2, Quantock Close, Slough, SL3 8UD, 3, Quantock Close, Slough, SL3 8UD, 4, Quantock Close, Slough, SL3 8UD, 25, Quantock Close, Slough, SL3 8UD, 26, Quantock Close, Slough, SL3 8UD, 24, Quantock Close, Slough, SL3 8UD, Horsemoor Green Allotments, Common Road

5.2 The public consultation period expired on 8th October 2018.

Seven letters of objections and a petition with objections signed by 74 neighbouring residents have been received in respect of the application. The main issues raised within these responses are summarized below and responses are provided in the relevant sections of the report as indicated:

Loss of parking/Insufficient provision of parking on site

**See assessment below under impact on 'Highways and**

## **Transport’.**

Traffic generation and highway safety would be impaired

**See assessment below under impact on ‘Highways and Transport’.**

Construction noise and disturbance

**See assessment below under ‘Impact on Neighbours’ Amenity’.**

Presence of Slow worms

**See assessment below under ‘Ecology’.**

## 6.0 **Consultations**

### 6.1 Local Highway Authority:

*My concerns lie within the layout of the parking, the loss of existing residents parking and the displacement of this parking which I have detailed below:*

#### *Parking Layout*

*The 3no parking bays within the undercroft appear to be undersized and therefore not easily accessible and fit for use. Parking bays must normally be a minimum of 2.4x4.8m which means these bays would have to be at least 7.2m however the plans indicate that the width within the undercroft is only 6.8m due to the pillars impinging on the available width and limiting access due to a shortfall of 400mm which does not comply with the minimum parking bays requirements. Furthermore where bays are situated against a solid upright feature such as a wall as is the case here, we require the end bays to be oversized by 300mm meaning the overall width of the undercroft should be 7.8m, the overall width is 800mm short of this.*

*The applicant will need to address this issue, potentially by enlarging the width of the undercroft section.*

#### *Application Site*

*The application site identified by the red line includes a small section of land which is public highway. The applicant must ensure that all parts of the development site remain outside of the public highway land, I have attached a public highway record plan for their information.*

#### *Loss of garages/parking*

*The proposal will lead to a clear loss of car parking spaces. No usage data of the garages has been provided and I would expect the applicant to arrange a 24 hour survey for a minimum of a 7 day period to ascertain further information on the current usage of the garages. Without this information I cannot assess the application and the impact it will have to existing users and the surrounding highway network.*

#### *Displacement of Parking*

*The applicant has suggested that tenants of the garages will be relocated to other vacant garages in the area however no information has been submitted to support this. We would need to understand where the proposed vacant garages are located and if they are suitable in terms of location and distance from their properties. If the garages are not in the direct vicinity, they will not be used for parking as it will be inconvenient and mean the parked vehicles are not overlooked. Whilst such an approach may be slightly more acceptable for instances where garages are being used for storage it is unlikely to be suitable measure for car parking. If this is the case then this will increase the demand on on-street parking in an area where there is already very little capacity to support further on-street parking. I am also minded that an existing garage site very close to this site was recently approved for development which has meant a loss of parking in the area but that application did provide some parking on site for residents in an attempt to offset against the loss of garages. This proposal does not take into account the displacement of parking from the garages due to this proposal and does not re-provide any level of parking on site for existing residents.*

*Due to the reasons above, I believe this proposal is premature as it lacks key information and furthermore has not taken into account the inconvenience and impact to existing residents and the added burdens it will create on the highway network through increased levels of on-street parking where demand is already very high and there is very limited capacity for additional car parking and therefore I recommend this application be refused on these grounds.*

6.2 Neighbourhood Services:

*I wish to confirm that the council concurs with the rebuttal letters submitted by Savills in relation to the above application in respect of our ability to offer alternative garage rental units to existing customers to enable this development to proceed.*

*The council owns a number of the garage sites in the local vicinity and has currently availability in the following locations:*

*Cheviot Road – 2*

*Mendip Close – 1 (1<sup>st</sup> of 2 blocks consisting of 8 garages)*

*Peterhead Mews – 7*

*Grampian Way – 1*

*Trelawney Avenue – 16*

*All of which are in walking distance of Quantock/Mendip/Common Road.*

*At the resident consultation event we held on 22 September, we have discussed relocation with some of the current renters and made them aware of the availability on these sites.*

6.3 Environment Protection:

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

6.4 Crime Prevention Design Advisor:

No comments received. Any comments received will be reported into the

Update / Amendment Sheet.

6.5 Land Contamination – Council’s Senior Scientific Officer:

I have reviewed the Site Investigation Report (Ref. 5194-GE001) dated 28<sup>th</sup> June 2018, and prepared by Structa Ltd., together with our database of Potentially Contaminated Land sites.

Please see my comments below:

- No significant visual or olfactory signs of contamination were encountered during the site investigation.
- Following three rounds of ground gas monitoring, there were no elevated levels of carbon dioxide or methane recorded on site. Thus, the site is representative of a Characteristic Situation 1, and no gas protection measures are required.
- No contamination of controlled waters was recorded.
- No Asbestos Containing Materials were identified on site either (Demolition Survey - Supplementary Report - Ref. G-03301, dated 6<sup>th</sup> June 2018, prepared by ASI Environmental Ltd).

Based on the above, I recommend that a Watching Brief is placed on the Decision Notice:

***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.*

6.6 Thames Water:

Standard Waste/Water/Supplementary Comments received.

6.7 Environmental Quality:

“There are no relevant comments to make on this application”.

- 6.8 Policy:  
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 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 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 Polices)

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
- Trees
- Drainage and Flood Risk
- Ecology

## 8.0 **Principle of development**

8.1 The application relates to development of the site to provide affordable family accommodation.

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 As a previously developed site within the urban area, the site represents “brownfield” land. The NPPF encourages the use of such land for effective use. As an in-fill site, the proposals would accord with the thrust of the NPPF and Local Plan core policies.

8.4 The application site is located in an area where the neighbouring properties are residential flats and houses. As such, it is accepted that flats would be an appropriate housing type on this site.

8.5 As a scheme for “affordable” housing units, the proposals would assist the Council’s need for affordable housing.



8.6 Having regard to the National Planning Policy Framework 2018 and the Local Development Plan, there are no objections to the principle of affordable 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.

9.2 The proposals entail eight units; each would be 2-bedroom (4 person) accommodation for affordable housing. Given the tenure as proposed, it is considered that the proposed scheme is acceptable in terms of its mix in this location.

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 proposed scheme entails a three-storey building in line with the adjacent three-storey block at nos. 24 - 26 Quantock Close with a three-storey annex linked to the rear in a "T-shaped" footprint.

10.3 In terms of scale and height, the proposed building form would be in keeping with the adjacent property at nos. 24 - 26. There are trees between the proposed building and the existing terrace of houses to the north in Mendip Close, which would moderate the difference in scale of the new building. Moreover, there would be a significant degree of separation from the two-storey houses.

10.4 The composition of the façade and its fenestration would combine a palette of brick, render and glazed elements in a harmonious form based on symmetry about the main entrance. There would be external balconies at first and second floor levels at either end of the front elevation, which together with the placing of the rainwater downpipes and a central projected render feature, would articulate the frontage to modulate the mass of the building. Overall, it is considered that the proposals are in keeping with the street scene.

10.5 The north elevation, which would be prominent in long views south from Mendip Close, would be composed with the same palette of materials. These views would highlight the "annex" limb to the rear, which given its siting would form a foil to the end elevation of the street block. The two elements would reflect each other in appearance about a glazed vertical "secondary" entrance at ground floor level and circulation space at first and second floor levels above.

- 10.6 The south elevation would not be prominent in the street scene given proximity of the adjacent existing building at no. 24 - 26.
- 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 Policies EN1 and EN2.
- 11.2 As set out above, the relationship of the proposed new building to the two-storey houses in Mendip close is considered to be acceptable. The distance and the intervening trees would avoid any adverse impact on the amenities of the existing residents.
- 11.3 The existing three-storey block at nos. 24 - 26 has a blank flank wall facing the proposed building. As such, the proposed south facing return corner windows proposed on the side would not result in any overlooking for the existing residents at nos. 24 - 26. Given the inclusion of front facing balconies at first and second floor levels, it would be appropriate to ensure the proposed side (south end) screen were tall enough to overcome a concern for loss of privacy in the existing flats at nos. 24 - 26. This can be dealt with by condition.
- 11.4 In respect of the existing dwellings opposite, the distance would be the same as between the flats at nos. 24 - 26 and those properties. Therefore, it is considered that the new building would not lead to adverse impacts on their amenities.
- 11.5 In respect of concerns regarding construction noise and disturbance, as well as deliveries of materials, these would be covered by conditions regarding a construction management plan.
- 11.6 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 Secure access will be provided at street level at the front and a secondary access from the car parking area to the side.

12.4 A central circulation "core" would provide a communal stairwell, from which all eight flats would gain access from/egress to the street and reach the internal cycle store. The bin store would be accessed from outside by future occupants and the refuse service.

12.5 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.

12.6 Each of the six flats on the upper floors would be provided with an external balcony space of 2.8 sq.m. Whilst the two ground floor flats would have a dedicated screened area of equal space adjacent to their living rooms.

12.7 The site lies within reasonable walking distance of the open space including play facilities off Spitfire Close and at a little further distance at Harvey Park.

12.8 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 As set out above, access from the street would be gained from the front of the building through a secure door 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 central core, offering space for 8no. 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 proposals entail the provision of 14 off-street spaces for the eight proposed units, which would meet the quantum required by Council’s standards.

14.3 The proposed space for parking 8no. cycles would accord with the Council’s standards.

14.4 The application site is currently used for garage parking serving neighbouring occupiers. As set out above under Neighbourhood Services response in paragraph 6.2, the remaining users of the garages who would be displaced by the proposed development are to be accommodated in surplus garage units elsewhere locally.

14.5 The local roads have some parking restrictions enforced by double yellow lines, but otherwise there is scope of on-street parking at the kerbside.

14.6 In terms of traffic generation, the existing use of the 26 garages (many of which are not in use) would need to be weighed against the likely traffic generated by the proposed development of eight flats. It is considered that in this respect there would be little difference in overall trips and movements. As such, the proposed scheme is not considered to raise issues of congestion or highway safety.

14.7 The existing parking on site which would be displaced would be catered for within the proposals being put forward by Neighbourhood Services. As those proposals would entail the use of underutilised spaces nearby, it is considered that the application scheme would not raise an unacceptable impact on highway safety or a severe impact on the road network. As such, the application does not warrant refusal on highways grounds.

15.0 **Affordable housing**

15.1 The scheme entails eight units. As such, the proposals fall below the trigger for requiring affordable housing. As the site is Council land, the affordable

housing will be secured through a development agreement with the applicant rather than through a s.106 planning Agreement.

16.0 **Trees**

16.1 There is one tree within the site and some trees on land adjoining the northern boundary close to Mendip Close.

16.2 The tree within the site is neither protected nor worthy of protection. Some landscaping would be introduced in mitigation.

16.3 The siting of the new building would not affect the trees beyond the site boundary but a condition to ensure their Root Protection Zones are not adversely impacted by the construction activities is required.

17.0 **Drainage and Flood Issues**

17.1 The site lies in Flood Zone 1 but falls below the threshold for a Flood Risk Assessment.

18.0 **Ecology**

18.1 It has been raised in neighbours' responses that slow worms may be present on the application site. The Application is accompanied by a Sustainability Ecology Report. The findings based on a professional assessment by a suitably qualified ecologist are that "*the land is of low ecological value*". There conclusion followed an inspection of the accessible garages for the potential or evidence of protected species. None was found.

19.0 **PART C: RECOMMENDATION**

19.1 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.

20.0 **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. SK01; Dated June 2018; Rec'd 10/09/2018
- b) Drawing No. 18-0632-QC-01; Dated Aug 2018; Rec'd 10/09/2018
- c) Drawing No. 18-0632-QC-02; Dated Aug 2018; Rec'd 17/10/2018
- d) Drawing No. 18-0632-QC-03A; Dated Aug 2018; Rec'd 17/10/2018
- e) Drawing No. 18-0632-QC-04; Dated Aug 2018; Rec'd 10/09/2018
- f) Drawing No. 18-0632-QC-05; Dated Aug 2018; Rec'd 10/09/2018
- g) Drawing No. 18-0632-QC-06; Dated Aug 2018; Rec'd 10/09/2018
- h) Drawing No. 18-0632-QC-07; Dated Aug 2018; Rec'd 10/09/2018
- i) Drawing No. 18-0632-QC-08; Dated Aug 2018; Rec'd 10/09/2018
- j) Drawing No. 18-0632-QC-09A; Dated Aug 2018; Rec'd 12/09/2018
- k) Drawing No. 18-0632-QC-10; Dated Aug 2018; Rec'd 17/10/2018
- l) Demolition Survey Supplementary Report ref: G-03301; Dated 06/06/18; Rec'd 10/09/2018
- m) Desktop Utility Record Search ref: 25513; Dated 25/06/2018; Rec'd 12/09/2018
- n) Undated Design & Access Statement by osg Architecture Ltd; Rec'd 10/09/2018
- o) Arboricultural Impact Assessment by The Urban Forest Consultancy; September 2018; Rec'd 10/09/2018
- p) Drainage Strategy by structa ref: 5194-DR001 Revision 1; Dated 05 September 2018; Rec'd 10/09/2018
- q) Thames Water Pre-planning Capacity Confirmation letter ref: DS6052433; Dated 03 September 2018; Rec'd 10/09/2018
- r) Sustainability Ecology Report by bakerwell; Dated September 2018; Rec'd 10/09/2018
- s) Planning Statement by Savills; Dated September 2018; Rec'd 10/09/2018
- t) Transport Statement R02 by Markides Associates ref: 18055-01; Dated September 2018; Rec'd 10/09/2018

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. 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.

#### 4. 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.

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.

#### 5. 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.

#### 6. Designing out crime

No development above ground floor slab shall commence until 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 has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. 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.

#### 7. Tree Protection

No development shall commence until the tree protection measures during construction of the development for existing retained trees (as identified in the approved Arboricultural Impact Assessment report hereby approved) have been implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Adopted Local Plan for Slough 2004.

#### 8. Cycle Parking

The cycle parking storage space shown on the approved plans shall be provided 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. Car Parking

The parking spaces and turning areas shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles on a communal basis.

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

#### 10. External 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.

#### 11. Refuse and Recycling

The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future.

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, and the requirements of the National Planning Policy Framework 2018.

#### 12.

### 13. Privacy screening

No part of the development hereby permitted shall be occupied until details of privacy screening to the side of the balconies at first and second floor level to units “plot 3” and “plot 6” to prevent conflicts of privacy with the existing flats at 25 and 26 Quantock Close 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.

### 14. 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 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](mailto: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.