

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD  
PLANNING COMMITTEE**

**MAIDENHEAD DEVELOPMENT CONTROL PANEL**

27 September 2017

**Item: 1**

<b>Application No.:</b>	17/01087/FULL
<b>Location:</b>	McEvoy & Rowley 10A Cordwallis Road Maidenhead SL6 7DG
<b>Proposal:</b>	Construction of 3 x three bedroom terraced houses following the demolition of the existing warehouse.
<b>Applicant:</b>	McEvoy Rowley
<b>Agent:</b>	Mr Stuart Keen
<b>Parish/Ward:</b>	Maidenhead Unparished/Belmont Ward

<b>If you have a question about this report, please contact:</b> Charlotte Goff on 01628 685729 or at <a href="mailto:charlotte.goff@rbwm.gov.uk">charlotte.goff@rbwm.gov.uk</a>
--

**1. SUMMARY**

- 1.1 This application seeks consent for the demolition of the existing warehouse and erection of 3 No. 3 bed dwellinghouses with associated parking.
- 1.2 Given that the site is not located within a designated employment area and the proposed redevelopment contributing to the Councils housing stock, no objection is raised to the loss of the employment use and proposed redevelopment for additional residential units.
- 1.3 Whilst the scheme does present a shortfall of two car parking spaces when considered in the context of the Council Parking standards, it should be noted that such a shortfall has been accepted on other similar redevelopments near to the application site (see section 6.14 of the report). Furthermore, the Ministerial Statement (March 2015) and a recent appeal decision have acknowledged that the Council's parking standards and Policy P4 of the Local Plan is not consistent with the advice of the National Planning Policy Framework (NPPF). Paragraph 39 of the NPPF states that "Local planning authorities should only impose local parking standards for residential and non residential development where there is a clear and compelling justification that it is necessary to manage their local road network"
- 1.4 In the context of this application, the site is reasonably accessible to services and facilities, and provides for the parking of 1 vehicle for each of the houses, plus 1 visitor space. Cordwallis Road is not the subject of on-street parking restrictions and although it is noted from the objections received that there is a high level of on street parking, it is considered that any additional vehicles as a result of this proposal, could park safely outside of the site. Moreover, the scheme presents a benefit in parking provision over the existing use. The current parking provision presents a shortfall of 1.5 car spaces and 1.5 lorry spaces. Coupled with this, there would be a notable improvement in the size and volume of vehicles accessing the site with the loss of the commercial use. Officers therefore consider that in this instance for the reasons given, that there are significant benefits to the parking provision/impact on the surrounding highway network resulting from the scheme, and the proposal is not considered to have a harmful impact on highway conditions and would comply with paragraph 32 of the NPPF.
- 1.5 The proposed design, scale and layout of the development proposed are considered acceptable in the context of the area and in relation to its impact on the surrounding residential occupants.

<b>It is recommended the Panel grants planning permission with the conditions listed in Section 10 of this report.</b>
--

## 2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application in the way recommended; such decisions can only be made by the Panel.

## 3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 The application site is located on the northern side of Cordwallis Road and the site is currently used as warehouse storage and offices by McEvoy and Rowley Kitchen and Kitchen Appliance Company. The existing site consists of a single storey pitched roof building and small yard that extends almost the full extent of the site (building depth is 31.5 metres)
- 3.2 Cordwallis Road is a predominantly residential area with the exception of the retail element of McEvoy and Rowley property at No. 2a opposite and doctor's surgery at No. 1. The site is bounded to the north by Cordwallis Industrial Estate, and to the east and west by residential dwellinghouses.

## 4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 4.1 This application seeks consent for the demolition of the existing warehouse buildings and erection of three dwellinghouses with associated front garden parking.
- 4.2 There is one application of relevance on this site:

Ref.	Description	Decision and Date
15/00382/FULL	Front extension to provide additional storage space, loading bay and sales display area following part demolition of the existing storage unit.	Permitted 16.04.2015

- 4.3 Of relevance also is application 17/01089/FULL which was recently granted consent for the "Change of use from light industrial to warehouse storage with a trade counter, including the formation of new trade counter entrance doors with replacement windows to property and rendered finish to front elevations." This application was submitted by McEvoy and Rowley and is the proposed new location for the operations which are currently on site at No. 10A.

## 5. MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1 National Planning Policy Framework Sections 1 (Building a strong and competitive economy), 4 (Promoting Sustainable Transport), 6 (Delivering a wide choice of high quality homes) and 7 (Requiring good design).

### Royal Borough Local Plan

- 5.2 The main strategic planning considerations applying to the site and the associated policies are:

Within settlement area	Highways and Parking	Employment
DG1, H10, H11	P4, T5	E6, E7

These policies can be found at

[https://www3.rbwm.gov.uk/downloads/download/154/local\\_plan\\_documents\\_and\\_appendices](https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices)

**Borough Local Plan: Submission Version**

Issue	Local Plan Policy
Design in keeping with character and appearance of area	SP2, SP3
Housing mix and type, density	HO2, HO5
Other sites and loss of employment floor space	ED3

The NPPF sets out that decision-makers may give weight to relevant policies in emerging plans according to their stage of preparation. The Borough Local Plan Proposed Submission Document was published in June 2017. Public consultation runs from 30 June to 26 August 2017 with the intention to submit the Plan to the Planning Inspectorate in October 2017. In this context, the Borough Local Plan: Submission Version is a material consideration, but limited weight is afforded to this document at this time.

This document can be found at:

<http://rbwm.moderngov.co.uk/documents/s14392/Appendix%20A%20-%20Borough%20Local%20Plan%20Submission%20Version.pdf>

### **Other Local Strategies or Publications**

5.3 Other Strategies or publications relevant to the proposal are:

- RBWM Parking Strategy

More information on these documents can be found at:

[https://www3.rbwm.gov.uk/info/200414/local\\_development\\_framework/494/supplementary\\_planning](https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning)

## **6. EXPLANATION OF RECOMMENDATION**

6.1 The key issues for consideration are:

- Loss of the employment use;
- Density, design, character and appearance of the proposed development;
- Highways and Parking;
- Impact to surrounding residential properties;
- Quality of the residential accommodation proposed.

### **Loss of employment use**

6.2 The site is not located within a designated employment area as defined by the Local Plan. Given such, policies E6 and E7 of the Local Plan would apply to any redevelopment of the site. Policy E6 states that proposals for development or redevelopment for business, industrial or warehousing uses outside the green belt will be acceptable provided that the proposal would not lead to an undesirable intensification of activity to the detriment of the local environment, or to the amenities of neighbouring properties. The sub text to this policy (paragraph 4.2.21) states that the Council will generally support proposals for the redevelopment of existing business use to alternative uses such as housing, subject to these proposals having no unacceptable adverse impact on locally available employment opportunities and their compatibility with other policies in the Local Plan.

6.3 Policy E7 refers specifically to where industrial firms are considered to be inappropriately located in relation to the adjacent land uses, and states that the Council will favour redevelopment of these sites for alternative uses, more consistent with their surroundings.

- 6.4 In this instance, the existing site is located in the middle of a residential road and at present, the site often has delivery vans and lorries arriving, departing, and parking within the road. Such a use is considered incompatible with the residential character of the area, and it is proposed to relocate the existing business to new premises in Reform Road Industrial Estate. A separate application (17/01089/FULL) was recently granted consent for change of use to allow use by the company.
- 6.5 Given that this site is outside of identified employment areas, predominantly residential in character and the existing business is being relocated to alternative and more suitable premises, it is not considered in this instance that the loss of an employment use on this site would be contrary to the Councils adopted policies. The proposed redevelopment of the site to provide 3 houses is considered acceptable in principle, given that such a use is compatible with the established character of the road and immediate environs, and would contribute to the Boroughs housing stock. The acceptability of the housing in terms of design, scale, impact to neighbours and the highway network, will be assessed in the subsequent paragraphs.

#### **Design, density, character and appearance of the development.**

- 6.6 Paragraph 56-68 of the NPPF emphasises the importance that the government attaches to the design of the built environment and states that developments should reflect local distinctiveness. It recommends that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area.
- 6.7 Policy H10 of the Local Plan relates to housing layout and design. High standards of design and landscaping will be required where possible, to enhance the existing environment. The policy refers to the use of a variety of building types, materials, means of enclosure, surface treatment and landscaping to create visual interest. Policy H11 states that planning permission will not be granted for schemes that introduce a scale or density that would be incompatible with or cause damage to the character and amenity of an area
- 6.8 The Townscape Character Assessment, describes the application site as 'Post War Suburbs (to 1960)', although it is noted that the housing to the west and south is described as 'Victorian and Edwardian suburbs'. Some of the key features of this area, as identified, are the two storey semi detached dwellings and short terraces on regular plots, resulting in a medium density suburb with uniform building line and rhythm. Architectural style is recognised to be unified and simple, using a limited palette of materials and finishes. A similar pattern and style of development is identified within the 'Victorian and Edwardian Suburb' townscapes, with reference made to the uniform rhythm of the facades and building lines.
- 6.9 The development proposed is a terrace of three dwellings, with a pitched roof and small gable detail on the front elevation. The development is proposed to align with the front building line of the properties to the east of the site, to which no objection is raised, and would also be of a height and scale comparable to these dwellings. A 1 metre gap has been maintained to both side boundaries, and the overall siting, scale and design of the development proposed, is not considered to appear unduly cramped or dominant within the plot, and to respect the pattern and scale of surrounding development. The scheme is therefore not considered to have a detrimental impact on the street scene and townscape of Cordwallis Road.
- 6.10 It is noted that the first floor element of the development extends further to the rear than other properties within this part of the road, and this element would be visible from Australia Avenue to the east. At present, given the scale of the existing industrial buildings on the site, this elevation is dominated by industrial style built development, the material palette of which is incongruous to the surrounding area. Therefore, although the development will extend approximately 4.7 metres at two storey level beyond the rear of No. 10 Cordwallis Road, it will result in the removal of the existing industrial buildings on the site, which currently occupy the entire 31 metre length of the site. This is considered to bring an improvement to the appearance of the views of the site from Australia Avenue and street scene in this area as it will re-establish a visual gap between the residential environment and industrial estate to the north.

## Highways and Parking

- 6.11 Cordwallis Road is an unclassified road serving a number of commercial premises and residential homes. Four car parking spaces are proposed for the three dwellings, which the highways team have expressed is a shortfall of two spaces when considered against the Council's Parking standards. Notwithstanding such, this does represent an improvement above the existing parking provision on the site which represents a shortfall of 1.5 car spaces and 1.5 lorry spaces.
- 6.12 The Ministerial Statement (March 2015) and a recent appeal decision (APP/T0355/W/16/3166229) for the development of a dwelling at 'Land adjacent to 84 Beech Hill Road, Ascot' have provided updated advice on the application of maximum parking standards. Within the appeal decision, the Inspector acknowledged that the Council's parking standards and Policy P4 of the Local Plan are not consistent with the advice contained within the National Planning Policy Framework (NPPF). Paragraph 39 of the NPPF states that "Local Planning Authorities should only impose local parking standards for residential and non-residential development where there is a clear and compelling justification that it is necessary to manage their local road network".
- 6.13 In the context of this application, the site is reasonably accessible to services and facilities, and provides for the parking of 1 vehicle for each of the houses, plus 1 visitor space. Cordwallis Road is not the subject of on-street parking restrictions and although it is noted from the objections received that there is a high level of on street parking, it is considered that any additional vehicles as a result of this proposal, could park safely outside of the site. Moreover, as mentioned in paragraph 6.11, the scheme presents a benefit in parking provision over the existing use. The current parking provision presents a shortfall of 1.5 car spaces and 1.5 lorry spaces. Coupled with this, there would be a notable improvement in the size and volume of vehicles accessing the site with the loss of the commercial use. Officers therefore consider that in this instance for the reasons given, that there are significant benefits to the parking provision/impact on the surrounding highway network resulting from the scheme, and the proposal is not considered to have a harmful impact on highway conditions and would comply with paragraph 32 of the NPPF.
- 6.14 it should be noted that the Council has permitted several schemes within the surrounding roads with a 'shortfall' in car parking provision.
- 14/00380/FULL – 40 Vicarage Road, Maidenhead (road running parallel to the south of the site) – this site proposed the demolition of an existing retail unit and erection of three houses with only 3 car parking spaces. This fell just outside the 800m to the station (sustainable location defining factor), but was approved on the basis that the traffic generated by the site in a commercial use would no longer be present on the road network, and a residential use would be less intensive. The application referred to No. 74 Cordwallis Avenue (referred to next) as a justification also.
  - 14/00016/FULL – 74 Cordwallis Road – Conversion of print works to form 3 x 2 bed flats. There was an identified shortfall of 3 spaces on this site, but as there was a shortfall from the existing print works and in light of an appeal decision at a nearby property here a provision below the standards was accepted, the scheme was approved in spite of highway objections.
  - 07/02912/FULL and 12/01052/FULL – 29-31 Risborough Road (road adjacent to the west of Cordwallis Road, approximately 160 metres from 10A Cordwallis Road) – These applications were for the change of use of a part commercial/part residential property to form 4 (2x1 bed and 2x2 bed) flats. Application 07/02912/FULL was refused and dismissed on appeal on the basis that there was a shortfall of 5 parking spaces. However the Inspector when considering parking issues, considered that given the site was located near to the town centre, the existing site with a significant shortfall in spaces, the relatively small increase in demand for on street spaces would not lead to a significant increase in risk to highway safety and congestion.
- 6.15 Having compared this application to the above applications, the approach applied in the recommendation of this application is consistent, and is furthermore consistent with the more recent appeal decisions and Ministerial Statement.

- 6.16 In terms of visibility splays, these are not altering from existing to which no objection is raised. Cycle and refuse storage is proposed within the rear/front gardens to which no objection is raised.

### **Impact on the amenities of residential occupiers**

- 6.17 With regards to the impact of the proposed development on the amenities of No. 10 Cordwallis Road, as referred to previously, the design of the development is such that it extends beyond the rear of this dwelling by 4.7 metres at first floor level, and then a further 4 metres with a single storey addition. This property has been extended at ground floor level with a single storey extension that extends approximately 4 metres beyond the rear elevation of this dwelling. No. 10 has one opening at first floor level which it is understood serves a bedroom and a further opening at ground floor serving the kitchen/living area. The BRE Daylight and Sunlight test have been applied to these openings and the scheme passes the 45 degree plan and elevation test from the first floor windows and 60 degree test applied to the ground floor openings. By reason of such, the proposed development is not considered to result in an unacceptable loss of light to this occupant.
- 6.18 Furthermore, given the gaps between the proposed development and No. 10, proposed hipped roof built form, and depth of the development, the proposal is not considered to appear unduly overbearing or visually intrusive when viewed from the rear windows/garden of this dwelling, nor is it considered to result in an unacceptable loss of privacy. It is noted that a side facing window is proposed, however this serves a landing and a condition would be added on any consent to ensure that this is non opening 1.7 metres above the floor level of the room and obscurely glazed.
- 6.19 With regards to the impact of the proposal on No. 12 Cordwallis Road, it is noted that this dwelling has two windows at ground floor. The rear facing window serves a living space and side facing window, a kitchen. At first floor, there is one window on the rear wall which serves a bedroom. The BRE Daylight/Sunlight tests have been applied to these windows. With regards to the rear facing first floor bedroom and ground floor living area, the scheme passes the 45 degree plan and elevation test and 60 degree test. With regards to the kitchen window on the side of the outrigger facing the proposed development, the 25 degree test has been applied. Whilst the development does encroach this line, it is considered that in this instance, given the gaps between the existing and proposed buildings and this scheme offering an improvement, by reducing the scale of the development along the boundary with this property, that a refusal on loss of light to this window alone could not be justified.
- 6.20 Similarly, although the massing of the development at first floor has increased from the existing site, its is considered that the scale of the development proposed, and that this offers a visual improvement in terms of the massing of built form is such that the scheme will not appear unduly overbearing or visually intrusive to this occupier.
- 6.21 In terms of the visual impact of the proposed development on the occupiers to the north of the site on Australia Avenue, there would be a distance of approximately 16 metres between the ground floor rear wall of the proposed development the flank wall of No. 38 Australia Avenue. The proposal, by reason of the distance and appropriate design of the development, it is not considered to result in a proposal that would be unduly overbearing to this occupant. Furthermore, given the distance, oblique angles of view and common degree of overlooking which occurs between dwellings within this area, the scheme is not considered to overlook this occupant to an unacceptable degree nor to cause a loss of light/overshadowing.
- 6.22 Overall, the impact of the development on residential amenity is considered acceptable.

## Quality of the residential accommodation proposed

- 6.23 With regards to the proposed layout and quality of accommodation proposed, no objection is raised to the internal layout of the unit proposed. The layout of the dwelling is considered acceptable and provides adequate outlook and natural light to the rooms. Furthermore, the garden area is considered to be of ample size to serve the dwelling and would be private and accessible from the main house.

## Other Material Considerations

### Housing Land Supply

- 6.24 Paragraphs 7 and 14 of the National Planning Policy Framework (NPPF) set out that there will be a presumption in favour of Sustainable Development. Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development, and that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites.
- 6.25 It is acknowledged that this scheme would make a contribution to the Borough's housing stock. However, it is the view of the Local Planning Authority that the socio-economic benefits of the additional dwellings would be significantly and demonstrably outweighed by the adverse impacts arising from the scheme proposed, contrary to the adopted local and neighbourhood plan policies, all of which are essentially consisted with the NPPF, and to the development plan as a whole.
- 6.26 It is acknowledged that this scheme would make a contribution to the Borough's housing stock and it is the view of the Local Planning Authority that the socio-economic benefits of the additional dwellings would also weigh in favour of the development.

## 7. CONSULTATIONS CARRIED OUT

### Comments from interested parties

9 occupiers were notified directly of the application and a site notice erected at the front of the site which expired on the 17<sup>th</sup> May 2017.

7 letters were received objecting to the application, summarised as

Comment		Where in the report this is considered
1.	Concerns with car parking provision proposed. This is considered insufficient for the size of development and will result in more on street parking and congestion.	6.11-6.15
2.	Loss of privacy to no. 38 Australia Avenue and surrounding properties.	6.18-6.21
3.	Scheme presents and overdevelopment of the site and cramped living accommodation.	6.23
4.	Loss of light and overshadowing to No. 12 Cordwallis Road.	6.19-6.20
5.	Design not in keeping with neighbouring and surrounding area.	6.6-6.10
6.	McEvoy currently parks their vans on the site, all of these will be displaced onto the road causing congestion.	The vans will not be parking in the road as the business has relocated to Reform Road Industrial Estate (see 4.3)
7	Noise and disturbance during construction.	This is not a planning matter

Other consultees

Consultee	Comment	Where in the report this is considered
Highways	<p>Having reviewed the application again, it is evident that the proposal does in fact present a benefit in parking provision, with the current parking provision on site presenting a shortfall of 1.5 car spaces and 1.5 lorry spaces. Although we are cautious to not set a precedent below current parking standards it is acknowledged that the proposal does in fact present an improvement to current parking provision on site. We are therefore happy for the site to be recommended for approval.</p> <p>No objections to the cycle and refuse provision proposed.</p>	Noted (see section 6.11-6.16)
Environmental Protection	<p>I refer to the above-mentioned full planning application and would recommend that, should planning permission be granted, the following informative be attached to the consent notice.</p> <p><b>Informative – Contaminated Land</b>            The above property is a former warehouse, which has a potential risk to land contamination. In the event that unexpected soil contamination is found after development has begun, development must be halted. The contamination must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is the subject of the approval in writing of the Local Planning Authority.</p> <p>Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.</p> <p><b>IEH12 - Asbestos</b>  <b>It is noted that the existing buildings may contain asbestos. The applicant is recommended to ensure that all contractors involved in the demolition and site clearance works are aware of the requirements of the Control of Asbestos at Work Regulations 1987 (as amended) and should contact the Health and safety Executive at Priesley House, Priestley Road, Basingstoke, Hants, RG24 9NW on 01256 404000 for further information and advice.</b></p> <p><b>Dust Control Informative (Non-Standard)</b>            The applicant and their contractor should take all practicable steps to minimise dust deposition, which is a major cause of nuisance to residents living near to construction and demolition sites. The applicant and their contractor should ensure that all loose materials are covered up or damped down by a suitable water device, to ensure that all cutting/breaking is appropriately damped</p>	Noted



	<p>down, to ensure that the haul route is paved or tarmac before works commence, is regularly swept and damped down, and to ensure the site is appropriately screened to prevent dust nuisance to neighbouring properties.</p> <p>The applicant is advised to follow guidance with respect to dust control:</p> <p>London working group on Air Pollution Planning and the Environment (APPLE): London Code of Practice, Part 1: The Control of Dust from Construction; and the Building Research Establishment: Control of dust from construction and demolition activities</p> <p><b>Smoke Control Informative (Non-Standard)</b>  The Royal Borough receives a large number of complaints relating to construction burning activities. The applicant should be aware that any burning that gives rise to a smoke nuisance is actionable under the Environmental Protection Act 1990. Further that any burning that gives rise to dark smoke is considered an offence under the Clean Air Act 1993. It is the Environmental Protection Team policy that there should be <b>no</b> fires on construction or demolition sites. All construction and demolition waste should be taken off site for disposal.</p> <p>The only exceptions relate to knotweed and in some cases infected timber where burning may be considered the best practicable environmental option. In these rare cases we would expect the contractor to inform the Environmental Protection Team before burning on 01628 683538 and follow good practice.</p> <p>The applicant should be aware the <b>permitted hours of construction working</b> in the Authority are as follows:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">Monday-Friday</td> <td style="text-align: right;">08.00-18.00</td> </tr> <tr> <td>Saturday</td> <td style="text-align: right;">08.00-13.00</td> </tr> <tr> <td colspan="2">No working on Sundays or Bank Holidays.</td> </tr> </table>	Monday-Friday	08.00-18.00	Saturday	08.00-13.00	No working on Sundays or Bank Holidays.		
Monday-Friday	08.00-18.00							
Saturday	08.00-13.00							
No working on Sundays or Bank Holidays.								

**9. APPENDICES TO THIS REPORT**

- Appendix A - Site location plan and site layout, plan and elevation drawings

**10. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED REASONS**

- 1 The development hereby permitted shall be commenced within three years from the date of this permission.  
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 No development shall take place until samples of the materials to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.  
Reason: In the interests of the visual amenities of the area. Relevant Policy DG1
- 3 Prior to the commencement of any works of demolition or construction a management plan

showing how demolition and construction traffic, (including cranes), materials storage, facilities for operatives and vehicle parking and manoeuvring will be accommodated during the works period shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented as approved and maintained for the duration of the works or as may be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5.

- 4 The first floor window(s) in the east and west elevations of the development shall be of a permanently fixed, non-opening design and fitted with obscure glass and the window shall not be altered without the prior written approval of the Local Planning Authority.  
Reason: To prevent overlooking and loss of privacy to neighbouring occupiers. Relevant Policies - Local Plan H14.
- 5 The flat roof area of the development hereby approved shall not be used as a balcony, roof garden or similar amenity area without the prior written approval of the Local Planning Authority.  
Reason: To prevent overlooking and loss of privacy to neighbouring occupiers. Relevant Policies - Local Plan H14.
- 6 No development shall commence until details of the siting and design of all walls, fencing or any other means of enclosure (including any retaining walls) have been submitted to and approved in writing by the Local Planning Authority. Such walls, fencing or other means of enclosure as may be approved shall be erected before first occupation of the development unless the prior written approval of the Local Planning Authority to any variation has been obtained.  
Reason: To ensure the satisfactory resultant appearance and standard of amenity of the site and the surrounding area. Relevant Policy - Local Plan DG1.
- 7 No part of the development shall be occupied until vehicle parking space has been provided in accordance with the approved drawing. The space approved shall be retained for parking in association with the development.  
Reason: To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety. Relevant Policies - Local Plan P4, DG1.
- 8 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with the approved drawing. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.  
Reason: To ensure that the development is provided with adequate cycle parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1.
- 9 No part of the development shall be occupied until the refuse bin storage area and recycling facilities have been provided in accordance with the approved drawing. These facilities shall be kept available for use in association with the development at all times.  
Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan T5, DG1.
- 10 The development hereby permitted shall be carried out in accordance with the approved plans listed below.  
Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

## **Informatives**

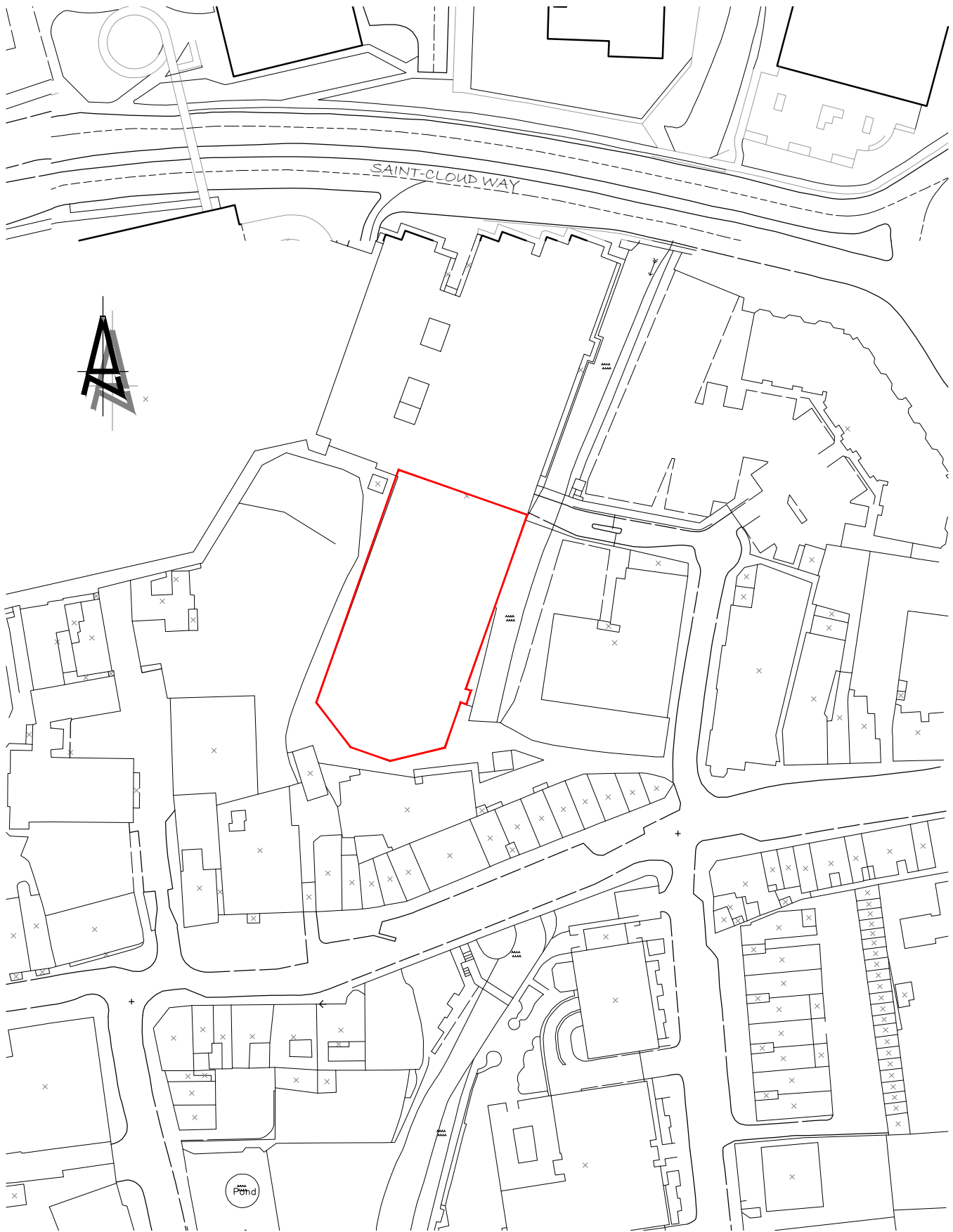
1. The above property is a former warehouse, which has a potential risk to land contamination. In the event that unexpected soil contamination is found after development has begun, development must be halted. The contamination must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where

remediation is necessary a remediation scheme must be prepared, which is the subject of the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

2. It is noted that the existing buildings may contain asbestos. The applicant is recommended to ensure that all contractors involved in the demolition and site clearance works are aware of the requirements of the Control of Asbestos at Work Regulations 1987 (as amended) and should contact the Health and Safety Executive at Priestley House, Priestley Road, Basingstoke, Hants, RG24 9NW tel 01256 404000 for further information and advice.
3. The applicant should be aware the permitted hours of construction working in the Authority are as follows:

Monday-Friday	08.00-18.00	Saturday	08.00-13.00
---------------	-------------	----------	-------------

No working on Sundays or Bank Holidays.
4. The applicant and their contractor should take all practicable steps to minimise dust deposition, which is a major cause of nuisance to residents living near to construction and demolition sites. The applicant and their contractor should ensure that all loose materials are covered up or damped down by a suitable water device, to ensure that all cutting/breaking is appropriately damped down, to ensure that the haul route is paved or tarmac before works commence, is regularly swept and damped down, and to ensure the site is appropriately screened to prevent dust nuisance to neighbouring properties. The applicant is advised to follow guidance with respect to dust control: London working group on Air Pollution Planning and the Environment (APPLE): London Code of Practice, Part 1: The Control of Dust from Construction; and the Building Research Establishment: Control of dust from construction and demolition activities
5. The Royal Borough receives a large number of complaints relating to construction burning activities. The applicant should be aware that any burning that gives rise to a smoke nuisance is actionable under the Environmental Protection Act 1990. Further that any burning that gives rise to dark smoke is considered an offence under the Clean Air Act 1993. It is the Environmental Protection Team policy that there should be no fires on construction or demolition sites. All construction and demolition waste should be taken off site for disposal. The only exceptions relate to knotweed and in some cases infected timber where burning may be considered the best practicable environmental option. In these rare cases we would expect the contractor to inform the Environmental Protection Team before burning on 01628 683538 and follow good practice.
6. The attention of the applicant is drawn to the Berkshire Act 1986, Part II, Clause 9, which enables the Highway Authority to recover the costs of repairing damage to the footway or grass verge arising during building operations.



**SHANLY**  
HOMES

Drawing Title

Location Plan -

section of multistorey to be demolished

Scale

1:1250

Date

17.03.2017

DWG. NO. 971.PLN.DL01