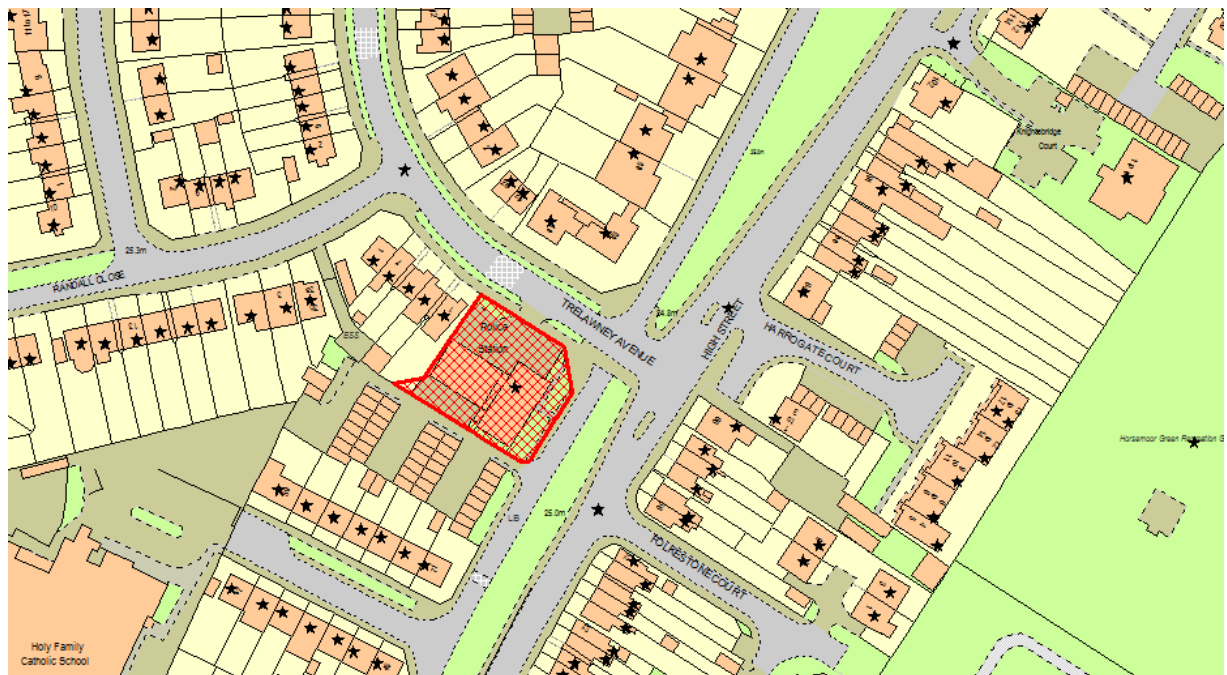


Registration Date:	26-Aug-2020	Application No:	P/08979/002
Officer:	David Hall	Ward:	Langley St. Marys
Applicant:	Slough Borough Council c/o 33, Margaret Street, London WG1 0JD	Application Type:	Major
		13 Week Date:	25 November 2020
Agent:	Ms Enya MacLiam Roberts. Savills, Margaret Street, London WG1 0JD		
Location:	Langley Police Station, High Street, Langley, SL3 8MF		
Proposal:	Demolition of the existing garages, alterations to the existing entrance/egress from Trelawney Avenue and redevelopment of the site to include – conversion of the former police station (sui generis) to residential accommodation (10 x studio units) construction of 2 x 3 bedroom and 1 x 2 bedroom units a 6 x 1 bedrooms HMO unit with associated car parking, cycle parking, refuse store and landscaping.		

**Recommendation:** Delegate to the Planning Manager



## 1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and a local interested party, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

(i) The resolution of outstanding highway, drainage, noise, contamination, energy and designing out crime and the satisfactory completion of a Section 106 Agreement to secure financial contributions towards sustainable transport improvements including electrical vehicle infrastructure, financial contributions towards education, and a Section 278 highways/access works; OR

1.2 B. Refuse the application if the highways matter is not satisfactorily concluded (Members to be updated on Amendment Sheet) or the completion of the Section 106 Agreement is not finalised by 11<sup>th</sup> February 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

The proposals comprise a major planning application, submitted by the Council's Housing Services, therefore the development is required to be determined by Slough Borough Council Planning Committee.

### **PART A: BACKGROUND**

#### 2.0 **Proposal**

2.1 The application proposes the comprehensive redevelopment of the former Langley Police Station with the conversion of the "station building" to provide 10 studio flats (set over three floors). The attached garages to the east would be demolished and replaced with 3 terraced houses (2 x 3-bedroom and 1 x 2-bedroom) and the garages to the south-west would be demolished and replaced with a house providing 6 house in multiple occupation (HMO) units for young adults who are progressing towards living independently in non-self-contained units and self-contained units which will be managed by Slough's Children Services Trust Team. Accordingly the entire development would provide affordable housing to meet an identified need within the Borough.

2.2 In total 40 garages would be demolished, two of which are in current use. There are 8 garages which still have active licences however negotiations have been ongoing between the Council and the tenants to arrange for a relocation, or surrender of their licence.

2.3 The Police Station and garages fall within ownership of Slough Borough Council (SBC). The proposed use of the converted Police Station and the provision of the HMO facility would provide accommodation for the Slough Children's Services Trust (The Trust and the replacement the garages would accommodate existing families on the Council's housing register.

2.4 Access to the site would be from Trelawney Avenue, at a location slightly west of the existing access. This access will serve car parking areas associated with the studio-units and HMO unit. The remaining units will obtain access from the side road in Langley High Street.

2.5 The applicant intends that 14 car parking spaces will be provided on site, with 9 parking spaces provided for the proposed studio flats in the former Police Station and the HMO accommodation. This equates to a ratio of 0.6. An additional 5 car parking spaces will be provided along the Langley High Street frontage for the terraced accommodation, which will be accessed via crossovers. The level of EV requirement has been set out as part of the Environmental Protection consultation.

2.6 In terms of cycle parking, the proposed town houses include their own private rear gardens, within which cycle parking is to be provided. For the proposed studio units, a secure and sheltered cycle parking facility will be provided, accommodating 10 spaces. For the proposed HMO unit, it is anticipated that a pair of Sheffield stands located adjacent to the building.

2.7 Bin storage areas are provided on site in dedicated store areas.

2.8 The full list of documents that accompanies the application is as follows:

- Design and Access Statement
- Transport Statement
- Daylight and Sunlight Report
- Arboricultural Assessment and Tree Survey
- Ecological Assessment
- Ecological Sustainability Report
- Drainage Strategy
- Energy and Sustainability Report

### 3.0 **Application Site**

3.1 Langley Police Station is a three-storey building located on the corner of High Street Langley and Trelawney Avenue. The Police Station has a row of single-storey garages attached to the north-east, which were previously used as cells. To the south-west of the Police Station are three blocks of single-storey garages.

3.2 The Police Station is vacant (having been vacated in July 2018) following the relocation of the Thames Valley Police to the main Police headquarter building in Slough Town Centre. There are no statutory listed buildings on, or in proximity to the site nor does it situate within a designated Conservation Area. The site is located in Flood Zone 1 meaning there is no threat of flooding to the site.

3.3 The site is located along the B470 on the western side of the High Street, more specifically, the site is located at the junction with Trelawney Avenue. The site is

currently accessed from High Street Langley and Trelawney Avenue.

3.4 The surrounding area comprises an established urban built up part of the Borough, with primarily residential development two-storey terraced and semi-detached houses in character along Trelawney Avenue and the various closes which access on to Langley High Street. (to the south). Two storey terraced residential properties are located on the opposite side of Langley High Street. Exceptionally To the south-west on High Street is Poplar House which is 11 storeys in height.

3.5 Local amenities include Langley train station (approximately 1.3km to the north of the site), Marish Primary School and Foxborough Primary School and to the east of the site is a recreational area with a basketball court and allotments. Just over a 1 km also to the north is the Langley Village District Centre. The Parlaunt Road local Shopping Parade is situated 500 m from the application site to the north east.

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

4.1 Prior to the submission of the application the Applicant engaged with Council Officers in pre-application discussions in respect of the propoosal for the redevelopment of the site in accordance paragaph 39 of the NPPF

4.2 P/08979/000  
Change of use from second floor staff flat to office accommodation and additional car parking area in existing rear garden (as amended 11.09.91)

Approved with Conditions    Date 18 September 1991

P/08979/001  
Erection of a portable building for a temporary period (retrospective).

Approved with Conditions    Date 4 February 2004

#### 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) four site notices were displayed in and around the application site in Trelawney Avenue outside the site on 08/09/2020 The application was advertised as a major application in the 28/02/2020 edition of The Slough Express.

Case Officer Note: One letter of objection has been received which raised the following matters:

- Overcrowding in an already overpopulated area
- Pollution of an area in area of environmteal concern
- Parking

- Too much housing in Langley
- GP's surgeries under strain
- The Police Station should remain

## 6.0 **Consultations**

### 6.1 **Thames Water**

Comments received from Thames Water in relation to waste, the applicant to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. *“No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”* Reason: *The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure*

### 6.2 **Lead Local Flood Authority**

#### **Flood zone 1, major development, less than 1 hectare**

The proposed development is:

- Located within flood zone 1.
- Less than 1 hectare in size.
- Classified as "major" development, as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015 (<http://www.legislation.gov.uk/ukSI/2015/595/part/1/made>).

#### **Flood Risk Assessment**

In accordance with National Planning Policy Framework paragraph 163, footnote 50, a site-specific flood risk assessment should be provided for development in flood zone 1 where the land may be subject to other sources of flooding, where its development would introduce a more vulnerable use. As identified in the Drainage Strategy, the surface water flood risk to the site is low and it appears it is caused by inadequate drainage on site. In this instance, the drainage strategy is

considered sufficient as it has demonstrated that the existing low surface water flood risk is addressed by the new drainage proposal.

### **Drainage Strategy**

Slough Borough Council requires the drainage strategy includes the following contents:

- Details of any contamination on the site and how this has been taken into account in the design.
- Layout of the proposed drainage system including post development site levels and clearly labelled showing the pipe networks, node numbers and any SuDS features referred to within the drainage calculations.
- Demonstration that the SuDS hierarchy has been followed. Developer to explain why soakaway is not provided for the police station building and in areas outside of the sewer easement and instead those areas are connected to the surface water system.
- Based on Slough SuDS guidance each development should provide interception for the first 5mm. Developer to explain why soakaway is not provided for the police station building and in areas outside (access road) of the sewer easement to comply with this requirements and instead those areas are connected to the surface water system.

### **Infiltration**

- As infiltration to ground is proposed, designs at the full planning stage will not be approved if existing ground water levels have not been investigated and the appropriate soakage tests have not been carried out. Developer to provide evidence of the infiltration tests in accordance with British Research Establishment (BRE) Digest 365 - Soakaway Design.
- Conventional porous pavement for the parking bays connecting to Porous Car Park Manhole: S7, DS/PN: S1.002 is shown in the calculation to allow infiltration. Developer to confirm that 5 m clearance from the building is considered. Part H of the Building Regs states that infiltration devices should not be built within 5 of a building / road / unstable land or an appropriate mitigation measure should be put in place.

### **Exceedance Flows**

- Development plans must consider up to the 1 in 100 year storm event plus climate change and must show what will happen if the drainage system were to over flow. The developer need to provide Drawings showing conveyance routes for flows exceeding the 1 in 100 year plus climate change rainfall event that minimise the risk to people and property; this plan also need to show finished floor levels of the properties and the adjacent land.

### **Building Over Sewer**

- TW should be consulted regarding building over sewers and the suitable construction methods

## Maintenance

- Details of how the management and maintenance of the drainage system will be secured for the lifetime of the development.

6.3

## Air Quality

In line with the Slough Low Emission Strategy, the scheme is considered to have a MINOR impact on air quality. The scheme requires an assessment of potential exposure of future residents to concentrations of NO<sub>2</sub> and the integration of Type 1 Mitigation measures, contained in the LES Planning Guidance.

Monitoring on Langley High Street recorded NO<sub>2</sub> concentrations close to the Air Quality Objective (40ug/3) during 2019, therefore there is risk that future residents will be exposed to poor air quality. Although the development is ~20m away from road, there are planned works to widen this section of the High Street, therefore an exposure assessment must be conducted, taking this work into consideration.

Mitigation requirements:

- Electric vehicle re-charging infrastructure should be provided for each parking space, in line with table 7 of the LES Technical Report.
- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works.
- The CEMP shall include non-road mobile machinery (NRMM) controls 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.

Case Officer Note – The Environmental Protection Officer has, since the initial consultation response confirmed that an Air Quality Assessment will not be required, and has provided the following additional comments:

2 x 3-bedroom townhouses - **2 x 2 spaces (2 EV chargers to serve all 4 parking spaces, specifically fast (7kW -16amp) charger)**

1 x 2-bedroom townhouse – **1 x 1 Spaces (Middle unit) (1 parking space with EV charging provision, specifically fast (7kW -16am) charger)**

1 x 6-bedroom House in Multiple Occupation (HMO) unit – **4 Spaces (1 parking space with EV charging provision)**

10 x self-contained studio units – **4 Spaces (1 parking space with EV charging provision)**

Required parking spaces with access to EV charging = 5

Alternatively, the developer could provide 1 space with EV charging facilities for the HMO unit and self-contained studio units, and provide a contribution towards a public charger installed close to the site. If this option is preferred, a minimum

contribution of £10,000 is required. Further details on this contribution and will be reported to Committee.

#### 6.4 **Environmental Noise**

Due to the proximity of the development to Langley High Street, it is requested that an environmental noise assessment is completed in line with ProPG: Planning and Noise Guidance. The assessment will indicate the likely risk of adverse effects from:

- Noise arising from current traffic sources e.g. road traffic, rail and aviation, on future residents of the development
- Increase in traffic noise to existing residents in the area and future residents of the development
- Construction and demolition traffic noise and construction activities on site

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:

- Consideration of development orientation and internal layout to locate bedrooms facing away from noise sources, to ensure an internal noise level of LAeq 35 dB is not exceeded during the day or LAeq 30 dB during the night.
- Application of 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.

#### 6.5 **Police Liaison Officer**

##### **Access to Existing Garages 59 to 71 High Street**

There are a number of private garages included within the applicants 'red line' site area of At this stage it is unclear if access rights to these rear garden garages/buildings will be maintained as this could have a negatively impact on the privacy and security if the HMO's. Given the potential vulnerability of future occupants of the HMO, conflicting access be clarified prior to planning permission being granted.

##### *Officer response:*

Access rights to the rear garages will be maintained and the layout of the scheme has been designed with this in mind. Security gates are proposed within the site, in the interest of protecting future occupants of the HMO and also ensuring continued access for the garage occupiers. This includes separate pedestrian and vehicular accesses and the managing agent/operator will be responsible for monitoring activity around the HMO.



## **Defensible Space**

No setback or defensible space between public realm and the private ground floor windows of the studio flats has been provided, if the set back or defensible space is insufficient residents may feel vulnerable to casual visual intrusion and simply close their blinds or curtain, reducing surveillance opportunity and residential interaction with the public realm. setbacks should be 1.5m in depth with appropriate boundary (identifying ownership). This should be seen as a minimum to ensure that residents are offered appropriate levels of privacy and that windows do not open into the public realm. I ask that defensible space be included within the final approved plans

### *Officer response:*

As shown on the revised plan, flowerbeds are proposed directly to the front of the private ground floor units within the former Police Station building to provide defensible space/a buffer between the windows and existing public realm. In addition, individual paths will provide access to the two entry points, rather than one continued route as originally proposed, in order to keep movement away from the building.

## **Vehicular Gate Access**

The plans provided show a vehicle access gate, but I have been unable to identify if these will be an electronic access controlled or manually operated, in reality manual gates are likely to be left open and therefore will not provide the security they are intended for.

I ask that the vehicle access gates be electronic access controlled – please see Secured by Design condition below.

### *Officer response:*

An additional gate has been added at the front of the site and will be automatic as requested. The applicant acknowledges the comments made above and agrees to the condition in order to secure the provision of further details. The set back of the gates from the highway will be nearly 24 metres which is considered to be an acceptable distance.

## **Bin Storage**

I can see from the submitted documents that bin storage is located to the north of this site. I ask the applicant to consider using a robust hit and miss structure for the bin storage, increasing natural surveillance and reducing opportunity for anti-social behaviour.

### *Officer response:*

This above is acknowledged and the principle of a robust structure for the bin storage is agreed, the applicant would welcome a pre-occupation condition to

secure these details.

### **Postal Deliveries**

I have been unable to identify how post is delivered to both the studio flats and the HMO. For both the studio flats and the HMO. In the absence of secure ground floor lobbies external, wall mounted post boxes located in an area with natural surveillance are recommended. It is important to note that the delivery system should not compromise the security of either the studio flats or the HMO.

Tradesman's buttons must not be fitted as these allow unauthorised access – please see Secured by Design condition.

#### *Officer response:*

This is noted and external, wall mounted post boxes located in an area with natural surveillance will be accommodated where it is not to be provided within a secure ground floor lobby. The applicant is happy to agree to the proposed SBD condition to secure these details.

### **Lighting**

I have been unable to locate a lighting plan for this development. I can, however, see from the proposed ground floor site plan (drawing no. 19/0723-100) that bollard lighting is proposed. From a crime prevention perspective, bollard lighting is not recommended as it can be easily obscured, damaged, and does not assist with recognising facial features. Therefore I recommend the inclusion of column lighting for this development.

I ask the applicant to submit detailed lighting plans to be approved prior to planning permission being granted.

#### *Officer response:*

The revised plan now shows the provision of directional column lighting as recommended and the applicant agrees to the principle of this, with the details, to include a detailed lighting plan, to be secured through a planning condition. We would welcome draft wording on a proposed condition for agreement.

### **Physical security**

For developments such as this it is critical that the design and layout of each block supports the implementation of robust access control). To ensure that the opportunity to create a safe and sustainable community is not missed I respectfully request that the following (or a similarly worded) condition be placed upon any approval for this application. Such a condition will help to ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents. Creating 'Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'.

I ask that the following condition be applied:

*Officer response:*

The applicant agrees to the below planning condition and recognises the requirement for it.

**Condition:**

*Prior to commencement of works above slab level, written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.*

To aid the applicant I have provided the following as an aid to achieving this condition; Ref Secured by Design:

For the HMO and block of flats; The Access control strategy / system must provide compartmentalisation of each floor within the development, Parking areas that aren't secure, are extremely vulnerable to criminal activities. They can attract anti-social behaviour, criminality and ASB. I strongly recommend that access to the HMO car park be made secure through the inclusion of electronic gates (LPS1175 SR1 or 2 or equivalent). These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle.

Postal delivery system should not compromise the security of either the studio flats or the HMO. Tradesman's buttons must not be fitted as these allow unauthorised access

6.6 **Education**

Contribution required of £35,117 (£85,646 on the basis of e review of the level of contributions) to meet education costs for the 1 x 2 bed unit and the 2 x 3 bed units.

6.7 **Local Highway Authority**

Detail of tracking for parking spaces to be provided, parking to be based on demand, operational and occupational statement required, one extra car parking space required (plan to amended accordingly), access to mid terrace units for cycle parking to revisited, contribution for traffic regulation order (TRO) to address parking, cycle parking to be roofed, light columns and light spillage to be addressed by condition. The overall comment was that the proposed development would have limited impact on the Highway Network, and there was no highway objection subject to conditions. The comments took into account the setback of the gates of over 20 metres.

6.8 **Libraries**

No comments to make.

6.9 **Trees**

The Tree Office has confirmed that the site has no trees off any merit within the site boundary. In fact the area around the development is also lacking significantly in quality trees and amenity spaces.

There trees of some stature located close to the rear boundary of properties on Randall Close and Trelawney Avenue, however they do not constrain the development and as the arboricultural report identifies the existing boundary fencing provides adequate protection.

The proposed plans indicate soft landscape around the new buildings and car parking area however the exact details of this must be secured by way of condition.

As mentioned above the trees growing along the High street are poor quality and the building a greater scale than currently. Therefore a Section 106 contribution to new street tree planting should be made for trees in Trelawney Avenue and the High Street. 20 new trees would add significantly to the existing trees and provide additional, vital visual amenity in the local area. These trees will be planted by Slough Borough Council and maintained the cost of this would be £600.00/ tree for the first three years, total value £12,000.

6.10 **Ecology**

The buildings have negligible bat roosting potential. There is a risk that birds may

be nesting and as such the Applicant's Ecological Assessment sets out in Section 7- Mitigation Measures in respect thereof. The consultation response requires that Mitigation Measures must be fully adhered to. These relate to the protection of Bats and nesting birds and hedgehogs.

Section 8 Enhancement Recommendations of the Applicant's Ecology report makes recommendations for ecological enhancements as required by the NPPF. The recommendations set out within section 8 of this report, the Ecology Officer has requested that that these recommendation are fully adhered to and must be full implemented must be fully implemented.

These recommendations have been accepted and are addressed Section 15 of this report.

## 6.11 **Housing Services – Neighbourhood**

### **Demolition/Construction Phase**

Control of environmental effects

As there are residential properties nearby this site I would suggest attaching the following condition:

*No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:*

- (i) control of noise*
- (ii) control of dust*
- (iii) control of surface water run-off*
- (iv) site security arrangements including hoardings*
- (v) proposed method of piling for foundations*
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

*The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.*

Reason: In the interests of the amenities of the area.

### **Hours of demolition and construction**

As there is a need to protect persons living and working in the vicinity of the construction/demolition site from the effects of noise, the following conditions should be strictly adhered to:

*All works and ancillary operations during demolition and construction phases*

*which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.*

*Works outside these hours only by written agreement with the Borough Environmental Health Officer. Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.*

*The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.*

*All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.*

*Reason: In the interests of the amenities of the area.*

### **New Dwellings**

#### Noise

Occupiers of the development may be adversely affected by external noise. The site is at a busy junction of a main road and excess road noise will be generated by the stop/start nature of the traffic.

I suggest the following planning conditions are attached to any planning permission granted to minimise effects of external noise on new occupants:

*The development shall not begin until a scheme for protecting the proposed dwellings / from noise from external sources has been submitted to and approved by the Local Planning Authority. Any works, that form part of the scheme approved by the Local Planning Authority, shall be completed before any permitted dwelling is occupied, unless an alternative period is agreed in writing by the Local Planning Authority.*

*REASON: To ensure that the amenities of the future residents is not adversely affected by noise.*

### 6.12 **Contamination**

Reviewed the information submitted with this application, together with our database of Potentially Contaminated Land sites.

The proposed development is not located on a priority site identified as part of the Council's Prioritisation Procedure. However, considering the previous use of the site as a garage and police station, and the proposal to introduce a more sensitive end user, I recommend that additional investigation, monitoring and risk

assessment is carried out and phase 1 – 3 and remediation validation.

6.13 **Energy/Sustainability**

Consultation response awaited, any comments received will be reported to the Committee via the Amendment Sheet.

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

7.1 **National Planning Policy Framework 2019 (NPPF) and National Planning Practice Guidance**

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which, for decision-taking, means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting

permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document (2008) policies:

- Core Policy 1 – Spatial Strategy
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 12 – Community Safety

Local Plan for Slough March 2004 (Saved Policies):

- H11– Change of Use to Residential
- H14 – Amenity Space
- H19 – Flat conversions
- H20 - Houses in Multiple Occupation
- EN1 – Standard of Design
- EN3 – Landscaping
- EN5 – Design and Crime Prevention
- T2 – Parking
- T8 – (Cycling Network and facilities)

Supplementary Planning Documents and Guidance

- National Planning Practice Guidance
- Slough Local Development Framework, Residential Extensions Guidelines, Supplementary Planning Document, Adopted January 2010
- Local Development Framework Site Allocations Development Plan Document
- Slough Borough Council Developer’s Guide Parts 1-4
- Proposals Map 2010
- Nationally Described Space Standards
- Slough Borough Council’s Draft Low Emission Strategy (LES 2017-25)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

7.2

**Composite Local Plan – Slough Local Development Plan and the NPPF -**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the



development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). It should be noted the NPPF was updated in June 2019.

### 7.3 **Emerging Preferred Spatial Strategy for the Local Plan for Slough**

One of the principles of the Emerging Preferred Spatial Strategy is to deliver major comprehensive redevelopment within the “Centre of Slough”. The emerging Spatial Strategy has then been developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

The Local Plan Spatial Strategy Key Components report was considered by the Planning Committee at the extraordinary meeting of 26th August. The three key themes for the Spatial Strategy which are derived from the Local Plan Vision and analysis of the most important issues that are facing Slough. These are:

- To make Slough a place where people want to “work rest, play and stay”, by making sure that people who have prospered in Slough have the opportunity to “stay” in the Borough
- By making sure that we have “inclusive growth” in Slough by ensuring that more of the wealth that is generated in Slough stays in Slough, by enabling residents to participate in more of the well paid employment opportunities in the town and providing more facilities in the Borough for people to use and enjoy.
- Making Slough a place where residents can meet all of their needs and be able to “live locally” in their own community, which will help to develop local communities and reduce the need for people to travel.

### 7.4 **Planning Obligations**

Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

The developer has indicated that they are willing to commit to carrying out various specified required provisions, as planning obligations, on a unilateral basis,

including the following:

- Delivery of 14 Affordable Homes at Slough Children's Services Trust (11 units) and Affordable Rent Tenure (3 units);
- The provision of 5 electric vehicle charging points;
- Section 278 Agreement obligations for the satisfactory implementation of the highways improvements to Trelawney Avenue;
- Contribution to the full costs of a Traffic Regulation Order.

Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

7.5 The planning considerations for this proposal are:

- Principle of Development
- Layout and Design
- Housing Need
- Impact of Development
- Amenity Space
- Sustainability
- Trees
- Ecology
- Highways
- Refuse Storage
- Drainage
- Utilities
- Air Quality
- Noise
- Third Party Representations

## 8.0 **Principle of development**

8.1 The application site comprises the former Langley Police station which was vacated in July 2018, following relocation to the Town Centre Police Station. The site is currently occupied by a three storey building and 40 single garages. The proposals involve the a change of use of the former police station building into 10 x studio flats, and the redevelopment of the remainder of the site to provided 2 x 3 bedroom and 1 x 2 bedroom affordable residential units (use class C3) and 1 x 6 bedroom HMO (use class C4) units.

8.2 An Operational/Occupational Statement has been prepared on behalf of Slough Children's Services Trust to accompany the application. The Trust looks after the

welfare and protection of the most vulnerable Children and Young People in Slough Borough. The underlying foundation of any intervention lies in the commitment to ensuring that Children and Young People remain within the families wherever possible.

- 8.3 The proposed accommodation at Langley Police Station, whilst not of a physically specialist nature per se, will take into consideration the needs of a specific cohort, i.e. 16-18 year olds, that are leaving the formal care system (“Care Leavers”).
- 8.4 The accommodation is a form of specialised supported housing as described in The Social Housing Rents (Exceptions and Miscellaneous Provisions) Regulations 2016. “specialised supported housing” means supported housing —
- (a) which is designed, structurally altered, refurbished or designated for occupation by, and made available to, residents who require specialised services or support in order to enable them to live, or to adjust to living, independently within the community.*
- 8.5 The proposed accommodation will cater for both short (a few weeks) and longer term (up to 6 months) tenancies. Provision may also be made for the very short term use of rooms as “crash pads” which will be on an ad hoc basis to meet a particular need at that point in time. The use of the HMO and the studio flats will offer “crash pad” accommodation.
- 8.6 Emphasis has been placed on the design of the accommodation to ensure it will be suitable for the age group. Special emphasis will be given to safeguarding and security. The Trust aims to work with providers in the region to create standards to work within to ensure all settings are suitable for young people.
- 8.7 The report states that there is an identified need for accommodation for care leavers within the Slough Borough and the United Kingdom (UK) more generally. The younger population is growing at a notable rate, however, there is insufficient fit for purpose accommodation with care services to respond to this population. The need for accommodation with care services for younger people is reflected in policy and guidance at a national and local level.
- 8.8 Deprivation is more than just a poverty of income, it can be a lack of access to adequate education, skills and training, healthcare, housing and essential services. There are pockets of high deprivation in Slough which may also mean exposure higher rates of crime, a poor environment and many other negative factors.
- 8.9 The NPPF sets out in Section 5 – Delivering a Sufficient supply of homes, that “*it is important that a sufficient amount and variety of land can come forward where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without delay*” (para 59).
- 8.10 The NPPF also emphasises the importance of optimising existing brownfield sites

in Section 11. Paragraph 117 of the NPPF sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes. Paragraph 118 of the NPPF also states that planning policies and decisions should,

*“give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs...promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.”*

- 8.11 It is a priority of Slough Borough Council’s Housing Strategy to enable children living in care to access a range of suitable accommodation. As set out in Slough’s Children’s Services Trust Sufficiency Strategy (2019-2022), there is an identified need for this type of accommodation within the Borough and currently not enough provision available.
- 8.12 The Council has therefore identified a number of assets which are empty and could be converted to provide suitable accommodation, this includes the application site. The ability to optimise such brownfield sites which are currently underutilised provides SCST with a means of maintaining the necessary services and control in-house. It will prevent the Council from having to spend on sourcing this type of provision elsewhere and will enable SCST to deliver targeted support effectively.
- 8.13 The Trust has a need for accommodation that would be suitable for Care Leavers to pursue independent living in a safe manageable environment, developing the skills necessary to eventually become fully independent. The concept of the Langley Police Station project will allow for a graded progress through differing supported housing options.
- 8.14 Supported housing offers a level of greater independence for the young person. Pressure on the housing stock in the Borough and the difficulty of finding feasible accommodation within the Private Rental Sector (PRS) means that it is very difficult to provide suitable placements for Care Leavers who are in need of some form of independent living arrangement.
- Having a facility where the blend of individual requirements can be provided in a manner that takes into account the best living arrangements for all tenants in proximity would be a very desirable facility and the proposed development at the site presents an opportunity for this need to be met.
- 8.15 As set out above the proposed scheme will provide fourteen units on a site which is previously developed land in a sustainable location. Paragraph 11 d) states:

*“where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed<sup>6</sup>; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

8.16 Core Policy 1 of the Core Strategy although pre-dating the NPPF, states in similar vein, *“All development will take place within the built up area, predominantly on previously develop land.*

8.17 The development of the land for residential purposes will result in an effective use of land in an urban area. The existing site is redundant underused brownfield land the proposed development would, therefore be consistent with Paragraph 118 of the NPPF which both promotes and supports the development of underutilised land, accordingly the development of this site, in providing new residential accommodation, will make more effective use of the application site.

8.18 On the basis of the foregoing it is considered that the proposed development is consistent with paragraphs 117 and 118 of the NPPF and Core Policy 1 of the Adopted Core Strategy.

## 9.0 **Layout and design**

9.1 The NPPF in section 12 – Achieving well designed places in paragraph 124 states that *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*.

9.2 Core Strategy Core Policy 4 supports limited infill development within existing suburban residential areas that is at a density commensurate with the surrounding area having regard to the accessibility of the location and availability of surrounding local facilities. The application site has been identified as being located within a suitable brownfield location that benefits from reasonable accessibility levels and access to surrounding

9.3 In terms of density Core Strategy Core Policy 4 requires a general standard of 40 dph with higher densities directed to Slough Town Centre. Outside of the Town Centre, new residential development will predominantly consist of family housing at a density related to the character of the surrounding areas. As well as having regard to the guidance of paragraph 122 of the NPPF.

9.4 The proposal intends the provision of 14 units, with a mix of two and three bedroom units, a HMO unit and 10 studios which equates to 70 units per hectare. Given the densities of the surrounding sites, it is considered that the proposed density of the scheme will sit comfortably within the character of the area. On this

basis, the proposed scheme is considered to comply with Core Strategy Core Policy 4 and the guidance of Paragraph 122 of will promote a density that is suitable for the brownfield, accessible site consistent with the pre-application advice from officers.

- 9.5 Turning now to the matter of design. Policy EN1, a saved policy, in the adopted Local Plan and requires that Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:
- a) scale;
  - b) height;
  - c) massing/Bulk;
  - d) layout;
  - e) siting;
  - f) building form and design;
  - g) architectural style;
  - h) materials;
  - i) access points and servicing;
  - j) visual impact;
  - k) relationship to nearby properties;
  - l) relationship to mature trees; and
  - m) relationship to water courses.
- 9.6 The policy requires that these factors are to be assessed in the context of each site and their immediate surroundings. In so far as the layout is concerned, the proposal involves the conversion of the former Police Station, which occupies the corner site, mainly fronting Langley High Street. Adjacent to the police station there would be a terrace of 3 houses (2 storeys in height) is proposed also fronting High Street Langley in alignment with the existing Police Station building. This arrangement would continue the established frontage.
- 9.7 A single 6 bedroom detached house, 2 storeys is proposed to the rear of the site to maximise efficient land use whilst retaining rear accesses and avoiding the existing drainage way leave. The development of the site and the layout are dictated by the presence of a mains sewer which passes across the site on its north west boundary.
- 9.8 It is proposed to alter the existing access, which will now be from Trelawney Avenue. Parking provision for the former Police Station building will be provided on the left hand of the site entrance. Pedestrian access is to the front terrace of three dwellings via Langley High Street. Parking for these dwellings is to be accessed via the Langley High Street slip road and is to be situated in front of each of the dwellings.
- 9.9 The detached dwelling to the rear of the site would be accessed via the proposed new entrance from Trelawney Avenue and parking is provided immediately adjacent to and either side of the dwelling. Bicycle storage is provided for all of the

dwellings within dedicated garden sheds in the private gardens. Refuse collection for the dwellings will be on plot for the terrace of three on Langley High Street and from a bin collection point for the detached dwelling at the rear.

- 9.10 In terms of specific design the development has been designed having regard to the existing scale and height of the residential properties in the local area which are predominantly 2 storey houses with pitched roofs.
- 9.11 The scale of the houses has been dictated following the first pre-application advice. As a consequence the early concept plans were amended to take in to account some single-storey elements of construction that would conform to a 15 meter rule from the rear of adjacent properties fronting Langley High Street to the south. This detail is reflected in the proposed built form to the side of plot 1 and to the rear of plot 4; elsewhere the new houses are two storeys, all with pitched roofs.
- 9.12 In so far as the fenestration is concerned the intention is to use a contemporary style with a traditional pitched roof formation. The brickwork to be used would be similar to that of the Police Station and by utilising the same weather boarding in feature panels for both the houses and conversion work the net effect is to provide visual continuity in the overall appearance of the development. It is intended that the replacement of the windows, as part of the refurbishment of the former Police Station will also match that of the new dwellings. Where possible the scheme seeks to provide natural light into the habitable rooms, to this end some full height glazing is proposed.
- 9.13 Turning now to the matter of unit sizes plots 1, 2, 3 and 4 are compliant with the Nationally Described Space Standards. In terms of the Studio flats in the former Police Station building the applicant recognises that some of the studio units (no's. 3 (-6 sq.m), 4 (-2 sq.m), 5 (-2 sq.m), and 8 (-3 sq.m)) are below the nationally described space standards. There are two points which fall to be considered in the context of the current application.
- 9.14 Firstly the Studio Flats the Applicant makes it clear that studio flats are very much critically important specialist type of accommodation for young vulnerable adults, whose needs are not met on the open market, the use of which will be tied by virtue of a Section 106 obligation. Secondly, There is an overwhelming need for this type of accommodation, which as set out in paragraphs 8.13 & 8.14 above.
- 9.15 The applicant considers that these units will provide a living space that can accommodate standard sized furniture (beds, sofas, TVs etc.) which are shown on the plans and demonstrate the areas would be functional and useable. The difficulty in providing such accommodation, and the identified need by the Housing Service
- 9.16 On the basis of the foregoing it is considered that the proposed development is consistent with guidance of the NPPF and saved Policy Policy EN1.

10.0 **Housing - Need**

- 10.1 The planning application has been submitted on behalf of the Council's Housing Service. The Applicant has advised that the proposed HMO unit is to be used by the Slough's Children Services Trust for emergency housing for young adults before they move on to more permanent accommodation either within this site or elsewhere within the Borough.
- 10.2 Tenants of this accommodation are anticipated to stay in this accommodation between 7 nights and up to 6 months maximum. This selection will be done on a case by case basis and on the availability of further accommodation being readily accessible. It is not proposed to include on site care or staff facilities with all rooms being occupied by young adults at a nominal social rent that is between the tenant and the Children's Services Trust.
- 10.3 The 10 studio units located within the former police are to be used as temporary self-contained studio units ranging from 31 sqm to 54 sqm. As set out above these units are below the nationally described space standards. However, this accommodation is for young vulnerable adults whose needs are not met in the traditional housing market. The unit is provided in a secure compound for security. Reference has been made in paragraph 8.21 above to the need for such accommodation, and as a matter of planning judgement it is considered that an exception may be made, give the demonstrable need.
- 10.4 It is not proposed to have staff based on site for overnight stays or providing any care to tenants. These units are proposed to be used by young adults who require a small level of assistance with job searches etc. and a member of staff will be on site during what is described as regular office hours to assist with this service. There will be a member of staff on site during office hours but this will be more of an administrative role rather than care.
- 10.5 The proposal is therefore considered to comply with the NPPF, Council's draft Housing Strategy, Core Strategy Core Policy 3 and meets an identified need within the Borough as identified in the latest SHMA.
- 10.6 Three of the proposed units will be affordable rent tenure which will be owned and managed by Slough Borough Council. These three family homes will provide an important contribution towards the target of 600 affordable homes per year required by the Council's own policies
- 10.7 The proposed scheme, in providing 3 new affordable rent units will therefore assist in meeting an identified affordable housing need within the Borough and assist in meeting some of the demand from those on the Council's housing register. The units will be secured in perpetuity and that nomination rights will be retained by Slough Borough Council.
- 10.8 On this the proposed development would be in accordance with the guidance of the NPPF, paragraphs 26, 122 and 124, Policy CP1, CP3 and Saved Policy HP13



of the Local Plan for Slough

11.0 **Impact of Development**

- 11.1 As part of the pre-app process the Applicant's attention was drawn to the impact of the development on the surrounding residential properties. The terraced properties will have their principal windows to the front and rear elevations that serve the main habitable rooms, while the location of the windows on the HMO unit have been located to ensure there is no overlooking with the properties to the rear.
- 11.2 In so far as the HMO is concerned the habitable windows would be set back some 12 metres from the existing properties to the south of the site. The proposed units within the former police station would be over 18m distance from the flank wall of the nearest property on Trelawney Avenue.
- 11.3 These separation distances are considered acceptable in ensuring that there would be no material loss of privacy nor would there be any overlooking. These distances are commensurate with the existing separation distances of surrounding streets within the local area.
- 11.4 On the basis of the proposed and the relationship with properties within and without the site it is not considered that the development would result in a loss of amenity for existing residents. The proposed height of the terraced properties and HMO unit is consistent with the norm in the locality.
- 11.5 The proposed buildings, owing to their aspects and the sun path, will have no material impact on the existing daylight and sunlight enjoyed by adjacent residents of 1 Trelawney Avenue, 3a & 3b Randall Close and 59, 61, 63, 65, 67, 69 & 71 High Street Langley. The applicant has provided a Sunlight and Daylight Study, which concludes *"In summary, the numerical results in this study demonstrate that the proposed development will have a low impact on the light receivable by its neighbouring properties. In our opinion, the proposed development sufficiently safeguards the daylight and sunlight amenity of the neighbouring properties."*
- 11.6 In terms of boundary treatment there is an existing garage block fronting on to Trelawney Avenue, and whilst in use as Police Station there would have been vehicle movements 24/7. The proposed use would be likely to result in less movement. . In order to safeguard the amenities of the residents of no 1 and 3 Trelawney Avenue an acoustic fence is required. A boundary condition is proposed in this respect. The proposed scheme is therefore considered to comply with Saved Policy EN1.

12.0 **Amenity Space**

- 12.1 Saved Local Plan Policy H14 sets out that the appropriate level of amenity space will be considered against 5 criteria. The said criteria fall to be considered against

the type of household likely to occupy the dwelling, quality of proposed amenity space principally in the context privacy attractiveness and usefulness, character of the surrounding area and proximity to existing public open space.

- 12.2 Each town house and the HMO unit will benefit from both front and rear gardens. The studio units will have access to open space to the rear of the site. In the context of the criteria of Policy H14, and the said criteria, the level of amenity space proposed for the future residents of the dwellings is considered to be sufficient, particularly given the site's proximity to nearby public open space.
- 12.3 On the basis that the proposed development is providing both private communal amenity space, making existing outdoor amenity space more enjoyable and useable and is in close proximity to high quality public open space, it is considered that the scheme complies with Saved Policy H14.
- 13.0 **Energy and sustainability**
- 13.1 The applicant has provided an energy statement, on which comments are awaited and if received will be reported on the Amendment Sheet. Paragraph 148 and 149 of the NPPF requires that the planning system should support the transition to a low carbon future to reductions in greenhouse gas emissions. This is consistent with the Council's approach to reducing carbon emissions.
- 13.2 Core Strategy Core Policy 8 requires all development to be constructed to address the impact of climate change, using sustainable design and construction. All development is required, where feasible, to minimise the consumption and unnecessary use of energy especially from non-renewable sources. This will require also recycling waste, energy from renewable resources, energy from renewable resources, reduced water consumption and sustainable design and construction techniques.
- 13.3 The proposed development incorporates low energy features, and the Energy Statement concludes that as a consequence of the "fabric first approach" this will lead to a sustainable development. Additionally the baseline energy demand will meet building regulations and improve on the standards set out in Part L1a 7 L1b.
- 13.4 The Applicant has made reference to undertaking a sustainable construction phase and this can be addressed as a condition to the grant of any planning permission.
- 13.5 On this basis, it is considered that the proposed scheme will accord with the requirements of the NPPF Section 14 supporting the transition to a low carbon future and would thus be consistent with the Council's Core Policy 8.
- 14.0 **Trees**
- 14.1 Core Strategy Core Policy 9 states that development will not be permitted unless it enhances, respects and protects the Borough's natural and built environment.

- 14.2 The Council's Tree Officer has advised that there are no trees of any merit within the site boundary. In fact the area around the development is also lacking significantly in quality trees and amenity spaces. The only trees of note are located close to the rear boundary of properties on Randall Close and Trelawney Avenue, however they do not constrain the development and as the arboricultural report identifies the existing boundary fencing provides adequate protection.
- 14.3 The proposed plans indicate soft landscape around the new buildings and car parking area however the exact details of this must be secured by way of condition.
- 14.4 The Tree Officer has identified the trees growing along the High street as poor quality. Given that the building is of a greater scale than currently a Section 106 contribution to new street tree planting should be made for trees in Trelawney Avenue and the High Street. It is suggested that 20 new trees would add significantly to the existing trees and provide additional, vital visual amenity in the local area. These trees would be planted by the Slough Council and maintained the cost of this would be £600.00 per tree for the first three years, total value £12,000.
- 14.5 The Council's contribution SPD recognises that there will occasions when other Section 106 requirements will be necessary. An example of this Enhancement of adjacent public spaces (public realm). However Regulation 122 of the Community and Infrastructure Levy Regulations 2010 (as Amended) requires that a planning obligation may only constitute a reason for granting planning permission only if it is:
- a) Necessary to make the development acceptable in planning terms;
  - b) Directly related to the development; and
  - c) Fairly and reasonably related in scale and kind to the development"

On the basis of the requirement of Regulation 122 and the fact that such a contribution would appear not to comply with all of the requirements of Regulation 122, namely that it is not considered that criteria (a), (b) and (c) are not met. On this basis the requirement for this payment cannot be justified.

15.0 **Ecology**

- 15.1 The Council's Ecologist has advised that buildings have negligible bat roosting potential. However, there is a risk that birds may be nesting and as such the recommendations contained in Section 7 Mitigation Measures of the Ecological Assessment must be fully adhered to. To this end it is proposed to provide nesting boxes and a condition is suggested to make such provision.
- 15.2 Section 8 of the same report, titled Enhancement Recommendations provides for ecological enhancements as required by the NPPF. The recommendations set out within section 8, require re of this report must be fully implemented.

- 15.3 The recommendations relate to the protection of habitat, and the recommendations for bird boxes, hedgehog mitigation and invertebrate protection are addressed by conditions.
- 15.4 The proposals would be consistent with Core Strategy Core Policy 9 and the requirements of the NPPF. Subject to the proposed enhancement measures being the subject of a condition there is no objection in this respect

16.0 **Highways**

- 16.1 The Applicant has provided a Transport Statement, to accompany the application details. The Highway Engineer has commented that the proposed development would have limited impact on the Highway Network, and there was no highway objection subject to conditions.

**Vehicular and cycle parking**

- 16.2 Paragraph 104 of the NPPF states that planning policies should support sustainable transport measures including promoting walking and cycling networks and associated facilities. Paragraph 105 and 106 of the NPPF deal with the local parking standards for residential and non-residential development. The Highway Engineer has requested an additional parking space to be provided. Subject to this addition there were no objections on parking grounds.
- 16.3 The Standards in the Transport and Highways Guidance SPD require as a minimum for 1 bed flats a parking provision of 1.25 spaces per unit (all spaces communal) and 1 cycle space per unit. For a 2-bedroom or 3-bedroom House (communal) Minimum 1.75 spaces per unit and 1 cycle space per unit
- 16.4 Assessing the accommodation to be provided, against the standard. The proposed 10 studio apartments and 6-bedroom HMO block will share 9 on-site parking spaces. In terms of compliance with parking standards, there are no specific standards associated with studio apartments, the standards commencing at one-bedroom units. Additionally there is no specific requirement for an HMO.
- 16.5 The applicant has assessed that the likely level of requirement for the HMO and the studio flats on the basis of census data. This assessment results in the likely hood of a requirement of 0.56 cars per unit. On this basis the level of provision for the studio flats and HMO facility would be acceptable.
- 16.6 There is also no specific standard associated with an HMO unit that is offering emergency accommodation and it is anticipated that this specialist accommodation will be occupied by residents with car ownership characteristics different to that of traditional housing. In short they are unlikely to provide the level of traffic normally associated with this type of accommodation.
- 16.7 The level of parking proposed for the three terraced units would result in a

shortfall of 0.25 of a space.

- 16.8 Having regard to the foregoing matters, in particular the type of accommodation to be provided, the close proximity of the site to facilities, e.g. Parlaunt Road Shopping facility (500 metres) as well as medical facilities, community facilities and education facilities being on average 15 minutes walking distance, means that the site is located in close proximity to a variety of facilities, as well as being located in close proximity to the public transport network, both bus and rail links.
- 16.9 The level of car parking and cycle provision will reflect the anticipated demand generated by the proposed type and scale of development and on balance it is considered that the proposed will not result in any parking displacement that cannot be accommodated on-street.
- 16.10 Given the nature and manner of occupation it is considered that the proposed development is consistent with Policy CP7, Saved Policies T2 and T8 and the Council's Transport and Highways Guidance document, and the proposed cycle parking provision is consistent with Saved Local Plan Policy T8.
- 16.11 It is considered that the loss of the existing garages is acceptable in principle as all the tenants who occupy garage space (8 garages in occupation; 32 garages vacant) are currently in the process of being relocated to appropriate sites nearby or are surrendering their licences. On this basis and given the need for the accommodation it is considered that the loss of the garages can be justified.
- 17.0 **Refuse storage**
- 17.1 Policy CP8 requires all developments to make provision of recycling waste and it is also expected that the provision of suitable storage for refuse is provided for all new residential dwellings.
- 17.2 Further guidance is set out in The Council's Refuse and recycling storage for new dwellings planning guidance (2013, updated 2017), which provides details of the operational criteria. The Council operates an "edge of curtilage" refuse and recycling collection policy. Provision for flats should be made for 97 litres per flat for residual waste and 53 litres per flat for recycling.
- 17.3 The scheme proposed by the Applicant's will include two secure bin stores within the boundary of each property and future occupant of each property will leave the bin outside the dwelling for collection by the refuse lorry. The stores are advised as being located within the Council's 10m drag distance requirement for collection services and within 30m dwelling to store distance requirement.
- 17.4 The Highway Engineer has advised the Applicant of the specification of the Council's refuse vehicles which has rear wheel steer. On the basis of the tracking provided and given the rear wheel a refuse vehicle can enter the site, turn within the site and subsequently exit in a forward gear. The proposed location and provision of refuse and recycling storage facilities is therefore considered

acceptable and therefore consistent with Core Policy 8.

18.0 **Drainage**

18.1 In so far as drainage is concerned the Council's Lead Flood Authority, and Surface Water Drainage Authority have requested further details and this is in the course of preparation. This will be reported to Members at the Committee Meeting.

19.0 **Utilities**

19.1 Policy CP 10 – Infrastructure states “*That development will only be allowed where there is sufficient existing, planned or committed infrastructure.*” Infrastructure is identified as including utilities (water, sewerage and drainage).

The applicant has indicated in their Planning Statement that a desktop utility record survey has been undertaken by MK Surveys. The Survey has reviewed the local supply of electricity, gas, telecommunications, water, CATV, communications, new installations, transport, tunnels and pipelines.

In terms of the water network and water treatment infrastructure, Thames Water have no objections to the proposed development.

There is a public sewer crossing the site and a safeguarding zone is indicated on the site layout, no building is proposed in the safeguarding zone.

20.0 **Air Quality**

20.1 The consultation response from the Environmental Protection advised that the scheme was considered to have a minor impact on air quality. Whist Monitoring on Langley High Street recorded NO<sub>2</sub> concentrations close to the Air Quality Objective (40ug/3) during 2019, therefore there is risk that future residents will be exposed to poor air quality. Although the development is ~20m away from road, there are planned works to widen this section of the High Street, therefore an exposure assessment must be conducted, taking this work into consideration.

20.2 The applicant has been requested to provide an exposure assessment and the outcome of the Assessment, the EP comments will be reported to Members at the Committee Meeting.

20.3 The consultation response requires mitigation measures are set out in paragraph 6.4 above. The matters raised can be addressed by condition.

21.0 **Noise**

21.1 An environmental noise assessment has been requested from the Applicant on the basis of the proximity to Langley High Street. The Environmental Protection

comments will be reported to Members at the Committee meeting via the Amendment Sheet.

22.0 **Third Party Representations**

22.1 In response to the posting of the site notices there has been one letter of objection, which raises the following points:

- 1) Overcrowding of an already over populated area.
- 2) Pollution of an area under environmental concern.
- 3) Parking difficulties for residents, already spaces are limited for those of us with no private parking.
- 4) Langley has seen more than it's fair share of housing being built in the last 15 years.
- 5) GP's surgeries already under strain.
- 6) Sewage problems from an outdated system unable to cope with the extra volume of housing.
- 7) Langley needs a police station with the increase of crime.

In so far as the matters raised, some of the points raised are addressed in the preceding analysis (2, 3 and 6).

Item 1 - The proposed development is of a design and at a density which is commensurate with both National and Local policy guidance. The site is sustainably located within an existing urban area and would utilise previously developed land. Development of the site is in character with the pattern of development and the proposed development would meet a real need for Local people.

Item 2) – Comments have been received from the Environmental Protection Team in respect of air quality and an appropriate condition has been included

Item 3) – Local Highway Authority have been consulted and raised no objection – please refer to their comments in Section 17.0 of this report

Item 4 – The Council has a duty to consider development proposals for development in the context of both national and local plan policy. In this context some sites are identified, some are not, in this instance the application site has become available, being no longer required for its previous use, and there is an opportunity to provide affordable housing and to meet other identified housing needs. Housing development occurs as and when opportunities arise.

Item 5) – The future occupiers of the proposed development will be resident within the Borough, and will therefore be on local Doctor's Patient lists.

Item 6) - Thames Water have raised no objection and appropriate conditions have been attached.

Item 7) – The decision to vacate Langley Police Station was the decision of Thames Valley Police.

## 23.0 **Equalities Considerations**

23.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (e.g.: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

The proposal would be required to meet with Part M of the Building Regulations in relation to space standards and occupation by that needing wheelchair access.

23.2 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures under other legislation covering environmental health should be exercised as and when required.

23.3 However when completed It is considered that the proposed development will provide the best support for younger people and will result in considerable planning benefit for Slough to meet identified specialised housing needs to meet the needs of a disadvantaged youngsters and thereby meeting the three tests set out above (paragraph 32.1)

In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority.

## 24.0 **Conclusions**

24.1 It is considered that there are significant benefits from the provision of 14



residential units in a sustainable location. All of the units will be affordable housing which is a benefit that should be afforded significant weight.

- 24.2 In terms of car parking and cycle provision, it is considered that the Highway Engineer's acceptance of the parking provision together with the site's sustainable location and the type of accommodation to be provided and the fact that it is to be occupied by residents with car ownership characteristics different to that of traditional housing. It is considered on balance that the parking arrangements proposed are acceptable.

The application will secure contributions through a S106 agreement which will improve infrastructure in the area by the use of previously developed land which is also a benefit, particularly the provision of charging points and the impact of the development on air quality.

It is recommended that planning permission should be granted in this case as the proposed development will provide benefits to the locality, and the proposals are consistent with the policies of the Development Plan and the NPPF.

25.0 **PART C: RECOMMENDATION**

- 25.1 Having considered the relevant policies set out below, and comments that have been received from consultees and a local interested party, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to:

(i) The satisfactory completion of a Section 106 Agreement to secure financial contributions towards sustainable transport improvements including electrical vehicle infrastructure, financial contributions towards education, securing affordable housing and Section 278 highways/ access works. And to finalise any planning conditions and to allow compliance with the advertisement period.

OR

(ii) Refuse the application if the highways matter is not satisfactorily concluded (Members to be updated prior to discussions) or the completion of the Section 106 Agreement is not finalised by 11<sup>th</sup> February 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

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

The Applicant's Agent has agreed to the imposing of the pre-commencement condition in writing

1. The development hereby permitted shall be commenced within three years from

the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

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

- a) Existing Site and Location Plan - Drawing reference: 19-0723 50 Rev A
- b) Existing Ground Floor - Drawing reference: 19-0723 70
- c) Existing First Floor and Second Floor - Drawing reference: 19-072371
- d) Existing Elevations 1 Drawing reference: 19-0723 72
- e) Existing Elevations 2 Drawing reference: 19-0723 73
- f) Site Plan Ground Floor - Drawing reference: 19-0723 100 E
- g) Site Plan First Floor Drawing reference: 19-0723 101 B
- h) Site Plan Second Floor Drawing reference: 19-0723 102 B
- i) Proposed Ground Floor and First Floor Drawing reference: 19-0723 120 B
- j) Proposed Roof Plan and 3D Perspectives – Terraces Drawing reference: 19-0723 121 A
- k) Proposed Elevations – Terraces Drawing reference: 19-0723 122 B
- l) Indicative Site Massing (View 1) Drawing reference: 19-0723 123 A
- m) Indicative Site Massing (View 2) Drawing reference: 19-0723 142 B
- n) Proposed Floor Plans, Roof Plans and 3D Perspectives – Detached Unit Drawing reference: 19-0723 140 A
- o) Proposed Elevations – Detached Unit Drawing reference: 19-0723 141 A
- p) Proposed Ground Floor and First Floor Drawing reference: 19-0723 160 A
- q) Proposed Second Floor Drawing reference: 19-0723 161 A
- r) Proposed Elevations 1 Drawing reference: 19-0723 162 A
- s) Proposed Elevations 2 Drawing reference: 19-0723 163 A
- t) Proposed Site Sections Drawing reference: 19-0723 180
- u) Topographical and Utility Survey Drawing reference: 27358

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 Prior to the commencement of any above ground works, details of the facing materials, including brick work, weather cladding, roof tiles and paint colours, glazed facades, and UPVC framing to be used on the relevant dwelling blocks on all external facades and roofs of the buildings, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved details.

REASON: To ensure a satisfactory external appearance of the development and to respect the setting of nearby listed buildings in accordance with Policies EN1 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of

the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

4. Prior to the commencement of any above ground works, samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved.

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

5. None of the residential units hereby approved 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 the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

6. None of the residential units hereby approved shall be occupied until full details of hard and soft landscaping proposals have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

7. None of the residential units hereby approved shall be occupied until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas shown on the approved landscape plan, and should include a time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

8. None of the residential units hereby approved shall be occupied until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment (including the provisions of an acoustic fence along the common boundary with nos 1 and 3 Trelawney Avenue shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

9. Prior to the commencement of any above ground works , written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

10. The cycle parking racks and storage facilities within the development shall be provided in accordance with the approved plans. The cycle facilities shall be implemented prior to the occupation of the relevant part of the development and shall be retained thereafter at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

11. No development shall begin until details of a scheme (Construction and Environmental Management Plan) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- (i) control of noise
  - (ii) control of dust, smell and other effluvia
  - (iii) control of surface water run off
  - (iv) site security arrangements including hoardings
  - (v) proposed method of piling for foundations

The development shall be carried out in accordance with the approved scheme or otherwise, as agreed by the Local Planning Authority.

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

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

REASON To ensure that the site is adequately risk assessed for the proposed development, this is in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

13. Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

14. Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Land

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

REASON To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

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

REASON To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

- 16 Notwithstanding the details in the approved plans, no development shall take place until a revised noise assessment that provides full details of the glazing and ventilation strategy, and more robust mitigation for external plant noise has been submitted to and approved in writing by the Local Planning Authority. The works shall then be carried out in accordance with the approved plans.

REASON: To ensure future residents are not subjected to unacceptable noise levels once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document, December 2008.

17. Notwithstanding the details in the approved plans, no development shall take place until details of the proposed energy demand systems (heating and hot water) has been submitted to and approved in writing by the Local Planning Authority. The details will need to demonstrate how the systems meet a minimum of 10% renewable energy requirement and how they meet the low emissions standards as outlined in the Council's Low Emission Strategy. The works shall then be carried out in accordance with the approved plans.

REASON: To ensure future residents are not subjected to unacceptable noise levels once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

18. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

REASON - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development

19. No construction shall take place within 5m of the water main (drawing 19/0723 – 100E). Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water before any groundworks take place. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

REASON: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. In line with paragraph 170 of the National Planning Policy Framework

20. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in

consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure in line with paragraph 170 of the National Planning Policy Framework

21. Prior to occupation of any part of the development, details of a scheme for Bird Boxes shall be submitted to and approved in writing by the local planning authority. The scheme shall detail the location, design, size and material of the bird boxes and elevations and plans shall be provided to identify the bird boxes to the satisfaction of the local planning authority. The development shall be carried out in accordance with the scheme prior to any occupation of the development and shall be permanently retained and maintained thereafter.

REASON: To safeguard habitats for birds and to deliver net gains in biodiversity in accordance with the National Planning Policy Framework (2019).

22. Prior to occupation of any part of the development, details of a scheme for an Invertebrate Box Insect towers shall be submitted to and approved in writing by the local planning authority. The scheme shall detail the location, design, size and material of the Invertebrate boxes and elevations and plans shall be provided to identify the bird boxes to the satisfaction of the local planning authority. The development shall be carried out in accordance with the scheme prior to any occupation of the development and shall be permanently retained and maintained thereafter.

REASON: To safeguard habitats for birds and to deliver net gains in biodiversity in accordance with the National Planning Policy Framework (2019).

23. No works shall commence until a detailed mitigation method statement to demonstrate impacts on protected and priority species (including amphibians and hedgehog) will be avoided has been submitted and approved in writing by in consultation with their ecological advisors. The approved method statement shall be implemented in full.

REASON: To safeguard habitats and to deliver net gains in biodiversity in accordance with the National Planning Policy Framework (2019).

INFORMATIVE(S):

1. 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.



2. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the Piling Method Statement. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-largesite/Planning-yourdevelopment/Working-near-or-diverting-our-pipe>
3. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read Thames Waters' guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.  
<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes..>  
Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)
4. 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.
5. 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 licence must be sought from the Highway Authority.
6. 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.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
9. The applicant must obtain a license from Slough Borough Council for maintaining the highway verge (once dedicated) fronting the application site under Section 142 of the Highways Act 1980.
10. The applicant is reminded that an Agreement under Section 106 of the

Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.

11. Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, &c.) Regulations. Prior to commencing work you should ensure that no bats or bat roosts would be affected. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult Natural England (0845 6003078).

12. Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.

13. 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.

14 All works and ancillary operations during demolition and construction phases which are audible at the site boundary, which affect persons working and living in the locality shall only be carried out between the hours of 0800 hours and 1800 hours on Mondays to Fridays and 0800 and 1300 hours on Saturdays, and at no time on Sundays or Bank Holidays.

Works outside these hours only by written agreement with the Borough Environmental Health Officer. Should complaints arise, this Authority will exercise its powers under Section 60 of the Control of Pollution Act 1974 to impose these times, or other times as considered appropriate.

The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.

All plant and machinery in use shall be properly silenced and maintained in accordance with manufacturer's instructions.