

Registration Date:	03-Jul-2020	Application No:	P/00331/004
Officer:	Michael Scott	Ward:	Foxborough
Applicant:	Mapgro	Application Type:	Major
		Extension of Time:	12 Feb 2021
Agent:	Zyntax Chartered Architects, 8, Arborfield Close, Slough, SL1 2JW		
Location:	Austin Brothers, 413, London Road, Slough, SL3 8PS		
Proposal:	Construction of 14no. flats comprising 10no. 2-bedroom flats, 3no. 1-bedroom flats and 1no. studio flat with associated parking and amenity.		

Recommendation: Delegate to the Planning Manager for approval



Second SUPPLEMENTARY REPORT

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to: no substantive concerns are raised by the Local Lead Flood Authority; in order to finalise conditions and agree pre-commencement conditions; and any other minor changes
- 1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

2.0 Introduction

- 2.1 At the meeting of the Planning Committee on 13th January 2021, Members deferred the determination of the application; so that, officers could hold further discussions with colleagues in Planning Policy and with the Highway Authority regarding the implications of the parking proposals.
- 2.2 Members sought a view from Planning Policy on the proposed recommendation to approve the application in the context of the Council's parking standards, and an understanding of the interpretation more widely in the Borough. This second supplementary report considers that issue and restates the significance of central Government planning policy, which was highlighted in the first supplementary report to the meeting in January 2021.
- 2.3 The original report submitted to the Planning Committee in October 2020 is also attached as an appendix, as that considered the other material planning considerations.
- 2.4 Since the January Committee meeting the applicant has further increased the width of the car port parking spaces from 2700mm. to 3000mm. to accord with the request from the Highway Authority. This leads to a slight change in the floorspace of the flat alongside in the proposed building. There would be no change of significance to the overall space standards of the accommodation.
- 2.5 Additionally, the applicant has submitted an updated transport consultant's report setting out their justification for the revised car parking provision based on the car ownership data requested by the Highway Authority.

3.0 Response from discussion with Policy and the Highway Authority

3.1 Head of Policy has made the following comments:--

The Council's parking standards have been in operation since the 2004 Local Plan and have worked very well. There have been a lot of changes in policy since then which have meant that the standards have had to be applied in a flexible way, particularly with regards to development in the centre of Slough. They will have to be reviewed as part of the work on the Local Transport Plan, Local Plan and the various environmental strategies that the Council is developing.

In doing so we will have to take account of paragraph 105 of the NPPF which states that if setting local parking standards for residential and non residential development, policies should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision for spaces for charging plug-in and other ultra emission vehicles.

The Core Strategy takes account of these sorts of factors in seeking a range of parking provision in different uses in different locations in the Borough. In some cases this involves applying maximum standards which restrict the provision of parking in places like the town centre.

Paragraph 7.132 states that Minimum parking standards may however continue to be applied to any small scale residential development that is allowed within existing residential areas. Core Policy 7 states “*....the level of parking within residential development will be appropriate to both its location and the scale of development and taking account of the local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents*”.

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. All planning applications have to be treated upon their merits and if refusing planning applications it is necessary to show what harm there is to the relevant policy.

In this particular application it should be noted that the site is not

currently in residential use and it is not in a predominantly residential area. This means that paragraph 7.132 does not apply and it can be considered differently to applications within existing suburban residential areas.

When judged against the elements in Core Policy 7 it has to be decided whether there are any local parking problems, whether the lack of additional on site parking would have an impact upon the street scene, whether there are road safety problems associated with the site and whether the lack of additional parking would have an impact upon the amenities of adjoining residents.

Whilst it may be considered an unsustainable location because of lack of access to shops and local facilities, it has to be considered whether this can be overcome by the fact that each household will have access to a car and there is a good bus service to Slough town centre.

As a result, although the proposed development does not meet the Council's minimum car parking standard, it has to be decided whether the scale of shortfall will cause significant harm to any of the factors set out in local and national planning policy.

- 3.2 The Highway Authority have responded since receiving the car ownership data they requested from the applicant; amended drawings showing the increased width of the car ports; and, further to a discussion with the Head of Policy, as follows:--

This document provides Slough Borough Council's final consultation response on Highways and Transport issues for application P/00331/004 at 413 London Road, Langley, Slough. A Transport Statement has been produced by i-Transport which considers transport and highways issues.

Highways and Transport Comments were initially provided by SBC on 2nd December 2020 and additional transport information has been submitted in response within a technical note (Ref: MC/GT/ITB16328-002) on 14th December 2020 and 25th January '21.

SBC also provided highways and transport comments on a previous planning application (P/00331/003) for a development of the same quantum on the site. No Transport Statement or Technical Note accompanied that submission considering transport issues such as parking provision, vehicle tracking or refuse collection.

Application Description

The planning application is for the development of 14 dwellings comprising:

- 10 2-bedroom apartments;
- 3 1-bedroom apartments; and

- 1 studio flat

18 parking spaces are proposed with the provision of 14 allocated parking spaces at a ratio of 1 allocated parking space per dwelling. It is proposed that four parking spaces would be provided for the use of visitors.

18 Electric Vehicle Charging Points (EVCP) are proposed, in excess of the requirements that one Electric Charging Point per dwelling is provided as per Table 7 of the Slough Low Emissions Strategy (2018 – 2025).

SBC Highways and Transport Comments

Vehicular Access

The proposed crossover has been situated on the site's western boundary at the request of SBC to provide the best possible separation between the site access and the junction of Foxborough Close and the London Road service road. Drawing No. ITB16328-GA-001-Rev C displays visibility from the proposed site access, displaying 2.4m x 26.6m to the right of the proposed access where visibility extends upto the Toby Carvery Exit and the end of the service road. 2.4m x 43m visibility is available to the left of the access in accordance with the requirement for a 30mph speed limit. This level of visibility is deemed appropriate at this location for this access and the likely speed of vehicles along this section of the London Road service road. Tracking has been provided which demonstrates that a Fire Tender can safely ingress/egress the site in a forward gear.

SBC Highways and Transport have no objection to the proposed vehicular access on safety grounds.

Layout

The TS provides vehicle tracking of each parking space on Drawing ITB16328-GA-00-Rev-A which demonstrates that large estate cars can ingress and egress the majority of parking spaces on the proposed site layout, although dry steering is required for the vehicle to access the majority of parking spaces. As shown on Drawing ITB16328-GA-003 Rev-B, Space 7 has been increased to measure 2.4m x 4.8m to ensure parked vehicles do not overhang the end of the space.

Two undercroft parking spaces are provided which are bounded on both sides by a wall. It has been confirmed that these spaces measure 3.0m in width, providing an additional 300mm width on each side of the space to ensure car doors can be opened.

Access by Sustainable Travel Modes

The site has an SBC PTAL rating of 1b which indicates a low level of public transport accessibility. PTAL ratings with Slough range from 1a in the areas

with least access to public transport and a PTAL of 5 within the Town Centre area surrounding Slough Railway Station and the Bus Station. The site is located approximately 1800m (23 minutes' walk) from Langley Railway Station and 4000m from Slough Town Centre and the main High Street (50 minutes' walk).

The site benefits from being located in close proximity to bus stops within 50-250m of the site which offer up to nine bus services per hour between Slough, Heathrow, Windsor and London. It is acknowledged that the site is located within walking and cycling distance of numerous primary schools and secondary schools. It is also accepted numerous employment and leisure destinations are located within walking and cycling distance of the site. However the retail offering within walking and cycling distance of the site is restricted to a number of convenience stores and small foodstores.

The additional transport information submitted by i-Transport on 14th December (Ref:MC/GT/ITB16328-002) refers to Journey to Work Data from the 2011 Census for Slough 013 and identifies Heathrow, Slough, Maidenhead, Windsor, Bracknell, Langley and Colnbrook as the key employment destinations. The site's proximity to the Strategic Road Network makes it likely that the private car will be the first choice for travelling to these destinations, regardless of the bus services available highlighted by i-Transport.

i-Transport's independent PTAL calculation is not accepted. In order to compare accessibility of different locations across Slough, a consistent approach must be taken. i-Transport's calculated PTAL rating for the site is 2, which would still be considered low compared to highly accessible areas within Slough. The site's proximity to the M4 and Strategic Road Network is likely to attract residents employed outside of Slough in locations easily accessible using the motorway network.

Trip Generation and Traffic Impact

In response to previous transport comments made by SBC, i-Transport have amended the forecast trip generation for the proposed development and have concluded that the site will generate 6 two-way vehicle trips during the AM Peak Hour and 7 two-way vehicle trips during the PM Peak Hour on the basis of two-way trip rates of 0.407 and 0.447 trips per dwelling during the AM and PM Peak Hours respectively. The revised trip rates and calculation of trip generation are accepted.

SBC requested that the generation assessment was revised so that trip rates were obtained from trip survey sites similar to the proposed development, on the following basis:

- Extraction of trip rates based on the criteria contained within the TRICS Good Practice Guide (2021);

- Consideration of survey sites in Edge of Town/Suburban Locations in close proximity to the Strategic Road Network, similar to the 413 London Road site;
- Removal of survey site: DS-03-C-02 – Burton Road, Derby. This TRICS survey was completed on a Saturday and the data is inappropriate for estimating the development site's trip generation for the peak hours on a weekday. The survey for this site recorded 0 two-way trips during the AM Peak Hour and 1 two-way trips during the PM Peak Hour. The inclusion of this data results in a lower average trip rate. As stated in Paragraph 11.5 of the TRICS Good Practice Guide, users should not mix weekday and weekend surveys together in a selected trip rate calculation, as this produces a "hybrid" profile which is not representative of any day.
- Removal of survey site: DS-03-C-03 - Caesar Street, Derby. This site has 16 parking spaces for 30 dwellings and a ratio of 0.533 parking spaces per dwelling. Therefore the vehicular trip rate per dwelling from this site is uncomparable with the proposed development at 413 London Road. The inclusion of this data results in a lower average trip rate.

The TS stated in paragraph 5.2.2 that trip rates have been obtained on the basis that 100% of the development will comprise privately owned housing, '*when in reality there will be an element of affordable flats*' and therefore the trip rates provide an overly robust assessment. However Section 16 of the application forms states that all of the housing provided will be private, market housing. Therefore it is accurate for the assessment to be undertaken on the basis of 100% privately owned/rented dwellings, but the assessment cannot be considered overly robust for this reason.

The requested revisions have been completed and SBC Highways and Transport accept the revised trip rates and assessment of trip generation.

Vehicle Parking

It is proposed to allocate 14 parking spaces to the proposed dwellings and there would be 4 parking spaces for visitors, providing 18 parking spaces in total. It was requested within previous comments that the applicant provides a number of parking spaces compliant with the Slough Borough Council Parking Standards.

The Slough Borough Council Parking Standards would require 26 allocated parking spaces for the site, based on allocated parking provision, as detailed below in Table 1:

Table 1: Parking Requirement for 413 London Road

	Spaces Per Dwelling (Existing Residential Area)		Required Spaces (Allocated)	
	Car	Cycle	Car	Cycle
1 Bedroom	1.5	1	6	4

Flat				
2 Bedroom Flat	2.0	1	20	10
Total			26	14

Source: Slough Borough Council Developers Guide – Part 3: Highways and Transport.

As requested on 5th December, the agent has now provided additional Car Ownership Data recorded within Super Output Areas in the Ward to justify parking provision below the adopted Car Parking Standards. Car Ownership Data for the Foxborough Ward was considered inappropriate for the proposed site, given the majority of dwellings within Foxborough Ward are closer to Langley Railway Station and further from M4 Junction 5 than the proposed site.

On average, Car Ownership for Privately Owned Flats is 1.26 vehicles per dwelling in the Slough 013B, Slough 013E and Slough 013F Output Areas. Slough 013B, Slough 013E and Slough 013F are the three output areas which surround the proposed development and therefore this Car Ownership Data can be accepted as appropriate evidence for the proposed parking provision at this particular development. It is accepted that residents will be made aware of the parking provision whilst purchasing their property. As a result there is unlikely to be an overspill of parked vehicles onto the surrounding highway and any minimal overspill is unlikely to be considered severe.

The site cannot be considered highly accessible given it sits outside of the Town Centre and outside of Langley Village Centre. The site has a PTAL rating of 1b which indicates low public transport accessibility. Slough Town Centre has a PTAL rating of 5.

However, the site benefits from being located in close proximity to bus stops within 50-250m of the site which offer up to nine bus services per hour between Slough, Heathrow, Windsor and London. It is acknowledged that the site is located within walking and cycling distance of numerous primary schools and secondary schools. It is also accepted numerous employment and leisure destinations are located within walking and cycling distance of the site. However the retail offering within walking and cycling distance of the site is restricted to a number of convenience stores and small foodstores.

Furthermore, the site is situated in close proximity to Junction 5 of the M4. From the M4, drivers can connect to several motorways including the M25, M40, A404M and M3. Therefore the site location makes the car the most attractive transport mode for journeys to destinations within the wider sub-region such as Reading, Newbury, Maidenhead, Basingstoke and West London, particularly given Highways England's Smart Motorway scheme will increase M4 capacity between junctions 3 and 12. Therefore car travel is expected to remain the primary mode of travel for retail and employment

journeys from this area.

As previously set out, the Slough Core Strategy (2008 – 2026) identifies that minimum parking standards should continue to be applied in existing residential areas, stating that: '*The minimum parking standards may continue to be applied to any small scale residential development that is allowed within the existing residential areas under the Spatial Strategy. This would take account of the expected levels of car ownership and recognize the importance of promoting good design in order to protect the character and amenities of the suburban areas*' – Paragraph 7.132. Although it is noted that SBC's Planning Policy Team do not define the site as falling within an Existing Residential Area.

In principle, SBC Highways and Transport do not agree with deviating from the adopted parking standard in this part of the borough. However, the additional Car Ownership Data recorded for the surrounding Output Areas provides further evidence for the parking provision at this particular site which is not defined as an existing residential area. It is accepted that the proposed development is unlikely to have a severe impact on highway capacity or safety. The SBC Parking Standards should remain the starting point for determining parking provision in nearby existing residential areas.

Therefore SBC Highways and Transport do not wish to object to the parking provision for this particular development.

Servicing and Refuse Collection

The TS provides vehicle tracking which demonstrates that a delivery vehicle measuring 7.170m long can safely ingress and egress the site in a forward gear.

The TS also provides tracking which shows that the refuse vehicle would reverse into the site access, collect refuse and then egress the site onto the London Road service road in a forward gear. Waste collection would occur whilst the refuse vehicle waits within the site access.

Summary and Conclusions

I confirm that I have no objection to this application from a transport and highway perspective. I would recommend that you include the following condition(s)/informative(s) as part of any consent that you may issue.

Recommended Conditions for Approval

Access

No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Adopted Vehicle

Crossover Policy.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Visibility

No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

Gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Layout

The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Car Parking

Prior to the development hereby approved first being brought into use, 18 no.

car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008`.

Cycle Parking

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

Bin Storage

No part of the development shall be occupied commence until bin storage has been provided in accordance with the standards set out in the Slough Developers Guide.

REASON: To ensure that adequate refuse storage is provided to serve the development.

4.0 Summary and Conclusion

- 4.1 The revised scheme provides 18 car parking spaces for 14 units – a ratio of 1:1.3 Whereas the Council's car parking standards represent 1:1.8 for allocated parking (which applies to this set of proposals) and 1:1.6 for communal parking.
- 4.2 There are bus stops immediately close-by and within reasonable walking distance of the site, which offer direct services to a wide range of destinations, as well as links to rail services at Langley and Slough railway stations.
- 4.3 The internal site layout demonstrably functions. The tracking diagrams illustrate the functionality of the layout and it is not acceptable to dismiss the approach on the basis of dry steering. There are no

concerns for fire/emergency vehicle using the layout.

- 4.4 Paragraph 109 of the National Planning Policy Framework states that '*Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.
- 4.5 Further to the advice from Planning Policy, set out above, it is noted that the application represents a proposal for residential development on a formerly non-residential site, which is not in a typical residential locality, and is served by a section of highway that is not part of the wider residential area – being that it has limited access and egress directly from an arterial road and where there could be some capacity to accommodate overspill parking.
- 4.6 The Highway Authority has concluded that there would not be a severe impact based on their assessment of the likely demand for parking due to the specific characteristics of this site. Therefore, refusal would not be warranted.
- 4.7 Furthermore, Paragraph 110 of the NPPF sets out that “within this context, applications for
 - (a) give priority to pedestrian and cycle movements, both within the scheme, and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport,
...
 - (b) address the needs of people with disabilities and reduced mobility to all modes of transport
 - (c) create places that are safe, secure and attractive
 - (d) allow for efficient delivery of goods, and access by service and emergency vehicles; and,
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”
- 4.8 The applicant has demonstrated the close proximity of the site to bus services and provided not only cycle facilities but also electric charging points to all 18 parking spaces. It is considered that the development would be safe, secure and attractive. The accommodation would have level access thresholds and lifts to each floor level to meet the needs of all persons.
- 4.9 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local Planning Authority can not demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of

housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law should be applied.

- 4.10 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there is a conflict with the Development Plan, namely the lack of full compliance with the Council's Parking Standards.
- 4.11 In coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing 14 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough and the re-use of a previously developed brownfield site. The Local Planning Authority considers therefore that any adverse impact of the development, arising from a shortfall in car parking provision with regard to the Council's Parking Standards, would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole.
- 4.12 On balance, the application is recommended for approval, as it is considered that there are benefits from the formation of fourteen residential units in a sustainable location; so, it is suggested that planning permission should be granted in this case. The benefits of supplying fourteen extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

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

1. Commence within three years

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. Approved Plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

(a) Undated drawing No. 12-19-02L, Recd On 27/01/2021

(b) Undated drawing No. 12-19-03(1)G, Recd On 27/01/2021

- (c) Undated drawing No. 12-19-03-2-D, Recd On 22/11/2020
- (d) Undated drawing No. 12-19-04G, Recd On 27/01/2021
- (e) Undated drawing No. 12-19-05C, Recd On 28/07/2020
- (f) Undated drawing No. 12-19-06(1)-G, Recd On 27/01/2021
- (g) Undated drawing No. 12-19-06-2-D, Recd On 22/11/2020
- (h) Undated drawing No. 12-19-07G, Recd On 27/01/2021
- (i) Undated drawing No. 12-19-08D, Recd On 22/11/2020
- (j) Undated drawing No. 12-19-09D, Recd On 22/11/2020
- (k) Undated drawing No. 12-19-13E, Recd On 27/11/2020
- (l) Site Solutions Combined report by Argyll Environmental ref. no. AEL-0016-LSC-960329, Dated Jan. 2019, Recd On 03/07/2020
- (m) SuDSmart Pro (GeoSmart Information) Report Ref: 72248R1, Dated 2019-10-30, Recd On 03/07/2020
- (n) Transport Statement by i-Transport ref: MC/GT/ITB16328-001A, Dated 26 November 2020, Recd On 27/11/2020, read in conjunction with and amended by MC/GT/ITB16328-003A, Dated 25 January 2021, Recd On 26/01/2021

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the amenity of the area, so as to comply with the Policies in the Development Plan.

3. New finishes to building works

Prior to the commencement of development, samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of the external envelope of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. New surface treatments

Prior to the commencement of the development hereby approved, the external materials to be used in the construction of the access and circulation roadways, pathways and communal areas within

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

REASON To ensure a satisfactory appearance of the development so as to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

5. Tree Protection Measures

Measures to protect the adjacent trees in Shelley Close during the construction of the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and thereafter provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained as an amenity for the local area.

6. Drainage (SuDS)

No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall include:

- a. Full results of the proposed drainage system modelling for the 1 in 1, 1 in 30 and 1 in 100 storm events plus climate change , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep (if applicable);
- b. Further infiltration testing at formation level;
- c. Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe and manhole reference numbers;
- d. Full details of the proposed SuDS features and any flow control measures;
- e. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.

REASON: To ensure that the proposed development can be

adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development

7. Phase 2 Intrusive Investigation Method Statement

The findings of the Phase 1 Desk Study having identified 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 Policy 8 of the Core Strategy 2008

8. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

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 Policy 8 of the Core Strategy 2008

9. Remediation Validation

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

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008

10. Landscaping

Construction of the buildings above ground floor level shall not commence on site until details of an arboricultural method statement in conjunction with a detailed bee-friendly landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 6 of this planning permission.

On substantial completion of the development, the approved scheme of hard landscaping shall have been constructed. The approved scheme of soft landscaping shall be carried out no later than the first planting season following completion of the development. Within a five year period following the

implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 – 2026.

11. Boundary Treatment

Construction of the buildings above ground floor level shall not commence on site until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 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).

12. Bins & Recycling facilities

Construction of the buildings above ground floor level shall not commence on site until details of the proposed bin store (to include siting, design and external materials) shall be submitted to for approval by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Local Plan for Slough 2004.

13. Crime Prevention

No development above ground floor slab shall commence until a

secure access strategy and secure letter/parcel drop strategy in line with the principles of Secured by Design and in consultation with Thames Valley Police has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2019.

14. Access

No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Adopted Vehicle Crossover Policy.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

15. Removal of existing redundant crossover/access

No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

16. Visibility splays

No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

17. Privacy Screening

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

REASON In the interests of the visual and neighbour amenity, and to ensure no overlooking into the neighbouring sites to help ensure that there would not prejudice wider redevelopment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2019.

18. Refuse collection strategy

Prior to first occupation of the development, a management strategy ('the strategy') to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

REASON: In the interests of visual amenity of the site and in the interests of highway safety and convenience in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 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).

19. Cycle storage

Prior to the first occupation of the development hereby permitted details of the cycle parking provision (including the location, the security measures of the facilities and cycle stand details) shall be submitted to for approval by the Local Planning Authority. The cycle parking shall be provided in accordance with these details and shall be retained for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

20. Car parking provision

The 18no. parking spaces and the turning areas shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

21. External Site Lighting

No part of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties and to ensure safer access and use of the shared cycle/pedestrian/motor vehicular areas throughout the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

22. Level Access

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the residential units and the external amenity/balconies

and the main lobbies.

REASON: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 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).

23. Obscured glazing

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), each of the windows on the flank elevations shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The window(s) shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

REASON To minimise any potential loss of privacy to adjoining land in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

24. No new windows

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in any elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties and to ensure the visual character and appearance of the facades are preserved in accordance with Policies EN1 and H15 of The Adopted Local Plan for Slough 2004 and to ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework

25. No Impediment to Access

No barriers, gates, etc shall be erected at the vehicular access without first having obtained the written approval of the local planning authority.

REASON In the interests of amenity and general highway safety in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008..

INFORMATIVES:

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

2. Thames Water:

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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. Should you require further information please refer to our website.
<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
[https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.](https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes)

The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our 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/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email:

developer.services@thameswater.co.uk Phone: 0800 009 3921
(Monday to Friday, 8am to 5pm) Write to: Thames Water
Developer Services, Clearwater Court, Vastern Road, Reading,
Berkshire RG1 8DB

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. 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 our 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/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact

Thames Water. Email: developer.services@thameswater.co.uk

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.