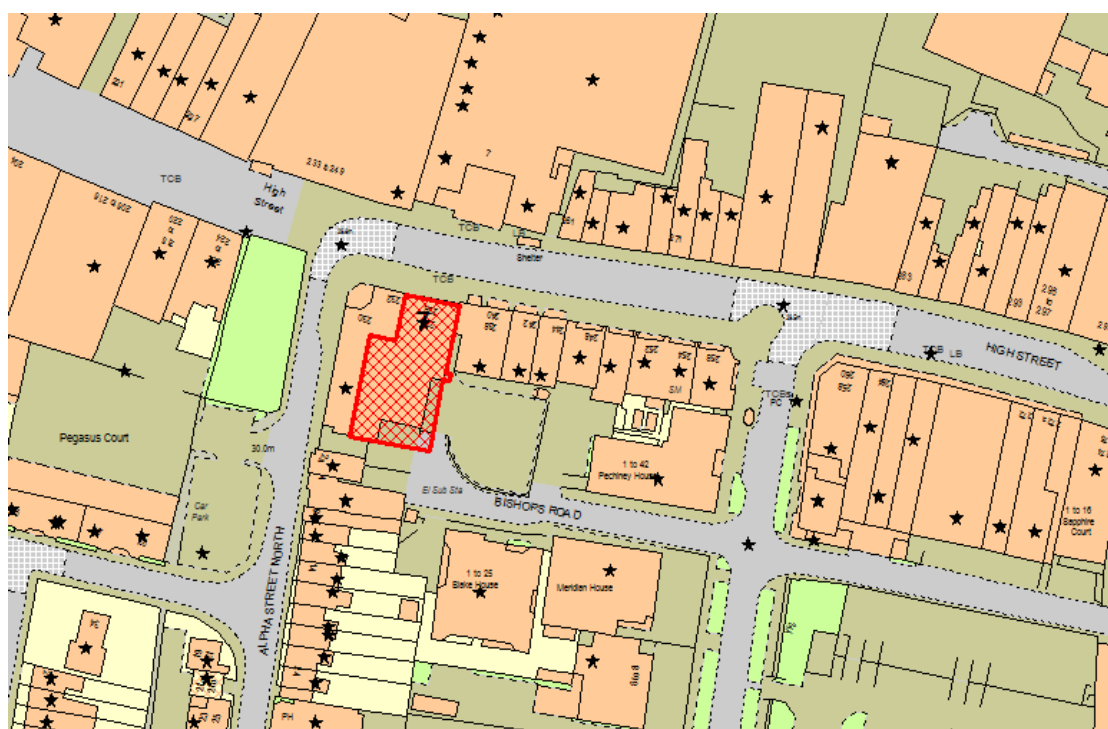


Registration Date:	12-May-2020	Application No:	P/02418/038
Officer:	Christian Morrone	Ward:	Central
Applicant:	Mr. & Mrs. Amarjit & Baljinder Hansra	Application Type:	Major
		13 Week Date:	11 August 2020
Agent:	Mr. Redmond Ivie, Redmond Ivie Architects 10 Barley Mow Passage, London, W4 4PH		
Location:	234-236, High Street, Slough, Berkshire, SL1 1JU		
Proposal:	Conversion of existing first floor ancillary retail storage to residential flats (C3 Use Class) and upward extension over ground floor and first floor to create 14 flats (4 x studio flats; 8 x 1 bed flats; 2 x 2 bed). Rear extension for secure cycle store and bin store. Photovoltaic panels on flat roof.		

**Recommendation:** Delegate to Planning Manager for Approval



P/02418/038: 234 - 236 High Street

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:

A) For approval subject to:-

1. Redesigning the bin store to comprise hit and miss fencing, with no roof or door to the opening;
2. agreement of the pre-commencement conditions with the applicant/agent;
3. finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 10<sup>th</sup> May 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee

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

**PART A: BACKGROUND**

2.0 **Proposal**

2.1 This is a full planning application for:

- Conversion of existing first floor ancillary retail storage to residential flats (C3 Use Class) and upward extension over ground floor and first floor to create a total of 14 flats (4 x studio flats; 8 x 1 bed flats; 2 x 2 bed).
- Rear extension to create secure cycle store and bin store.
- Photovoltaic panels on flat roof

3.0 **Application Site**

3.1 The application site is located on the southern side of the High Street within the defined town centre. The site comprises a retail unit at ground floor and ancillary storage at the first floor. The building appears as three storeys when viewed from the High Street; however it is only two storeys as the roof sharply slopes towards the rear to where building reduces to a single storey. The building is finished in a light red brick.

3.2 The surrounding area comprises a variety of town centre uses at ground floor

and in many cases residential flats to the upper floors. The neighbouring unit to the west is a barber shop with flats above, while the neighbouring unit to the east is a public house and what appears to be ancillary space above.

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

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

P/02418/036 Construction of rear extension at ground, 1st & 2nd floor level. Formation of new mansard roof with front & rear dormers. Conversion of 1st, 2nd & 3rd floors into 12 residential flats (5no. studios & 7no. 1 bed flats) Window alterations to the upper floor of the front elevation. Bike and bin store to the rear.  
Approved with Conditions; Informatives; 13-Jan-2020  
**[Not implemented and Extant]**

P/02418/027 Erection of first floor pitched roof rear extension to storage ancillary to retail use and conversion of upper floor, of existing building for no 2 two bedroomed flats  
Approved with Conditions; Informatives; 04-Nov-2003  
**[Not implemented and Expired]**

P/02418/016 Demolition and redevelopment of 232/236 high street and change of use of 230/236 high street to a3/a1. With alteration to approved opening hours on sundays (as amended 13.07.98 & 24/07/98)  
Approved with Conditions; Informatives; 03-Aug-1998

#### 5.0 **Neighbour Notification**

5.1 Due to the development being a major application, in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and following revised plans, site notices were displayed outside the site on 19/01/2021. The application was advertised in the 29/01/2021 edition of The Slough Express.

The consultation period expired on 22/02/2021.

#### 6.0 **Consultations**

6.1 Local Highway Authority:

Vehicular Access

The proposed development does not propose a vehicular access to the site and therefore SBC Highways and Transport have no objection to the proposed development on the basis of vehicular access.

## Collision Data

Publicly available collision data has been analysed using CrashMap.co.uk to obtain an indication of whether there is an existing highway safety problem which could present a hazard to residents of the proposed development. Data for the most recently available 5-year period shows that there has been one slight injury accident at the junction of Alpha Street North with the High Street.

## Access by Sustainable Travel Modes

Pedestrian access will be provided via a wheelchair accessible lift and a staircase. The site is considered a sustainable location due to its proximity to the shops and amenities located on Slough High Street, The Curve, Slough Railway Station, Slough Bus Station and Tesco Extra.

## Trip Generation

The site will increase walking and cycling trips to and from the development and will generate some servicing trips associated with online shopping and maintenance of the properties.

## Vehicle Parking

No parking spaces are proposed at the development. The Slough Borough Council Parking Standards allow for nil parking provision at residential developments located within the Town Centre.

The location is considered acceptable for a development with no car parking spaces. The site is considered a highly sustainable location given its proximity to shops and services located on Slough High Street. The site has a high rating of 4 for Public Transport Accessibility Level. The site is located 20m away from the Observatory Centre Bus Stop on the High Street, served by the 81 Bus Service which provides 4 buses per hour between Slough and Hounslow. The site is located 650m from Slough Railway Station (650m) and 750m from Slough Bus Station (750m).

In addition, the surrounding roads form part of a controlled parking zone and are subject to a double yellow line parking restriction. Parking bays are available for disabled drivers, loading bays, taxi drivers and short-stay pay parking. There is no uncontrolled on-street parking available in the vicinity of the development and therefore the development will not create a parking problem on the surrounding roads.

Therefore SBC Highways and Transport Team accept the car free nature of the development and do not object on the basis of parking provision at the development.

It is recommended that residents of the development are excluded from obtaining permits for any on-street parking bays in the area. It is recommended this is secured by condition.

### Cycle Parking

A secure cycle store is proposed for 14 bicycles with additional refuse and recycling areas for the flats. No short-stay cycle parking is proposed to support the development.

The SBC Developers Guide – Part 3: Highways and Transport requires the provision of short-stay visitor cycle parking for blocks of flats with more than 10 dwellings.

Short-stay cycle parking is available in the form of 8 Sheffield stands on Alpha Street North directly west of the development and 5 Sheffield stands outside Wilkinsons west of the development.

However, SBC Highways and Transport would like to ensure that these short-stay cycle stands remain available for shoppers using the High Street. Therefore SBC Highways and Transport request that the applicant provide two Sheffield stands for visitor cycle parking. It is recommended that these cycle stands are secured by condition.

### Servicing and Refuse Collection

The proposed site plan (Drawing No. 1077/01 dated April 2020) displays two stores for refuse and recycling bins for the shop on the ground floor. The site plan displays three stores for refuse and recycling bins for the flats above the shop. SBC provide guidance for refuse storage in the document titled: Refuse and Recycling Storage for New Dwellings. This guidance outlines that at developments of more than 12 flats, waste should be stored in 1100 litre bins.

The guidance requires the provision of two 1100 litre general waste bins and one 1100 litre recycling bin for 14 flats on the basis that the guidance requires 97 litres of residual waste capacity per flat and 53 litres for recycling per flat.

Service and delivery vehicles could utilize the Bishops Road access to the rear of the development. The refuse vehicle could collect from Bishops Close as per the existing refuse collection arrangements for the existing shop and other High Street Shops which store their EuroBins near Bishops Close.

### Summary and Conclusions

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

Recommended Conditions:

1. Residents Parking Permits
2. Details Cycle Parking
3. Construction Management Plan

6.2 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](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://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>

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](https://thameswater.co.uk/buildingwater).

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.

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

6.3 Neighbourhood Protection

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.4 Contaminated Land Officer:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.5 Lead Local Flood Authority:

On the previous scheme you accepted that as there is no change in footprint, as it's just an extension above existing floors, no drainage details were required.

The revised scheme is one more floor but still the same footprint and therefore the same will be applicable.

**PART B: PLANNING APPRAISAL**

7.0 **Policy Background**

- 7.1 National Planning Policy Framework 2019:  
Chapter 2. Achieving sustainable development  
Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes  
Chapter 6: Building a strong, competitive economy  
Chapter 7: Ensuring the vitality of town centres  
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

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

Core Policy 1 – Spatial Strategy  
Core Policy 3 – Housing Distribution  
Core Policy 4 – Type of Housing  
Core Policy 5 – Employment  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design  
EN2 – Extensions  
EN3 – Landscaping Requirements  
EN5 – Design and Crime Prevention  
EN17 – Locally Listed Buildings  
H11 – Change of Use to Residential  
H14 – Amenity Space  
T2 – Parking Restraint  
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map (2010)
- Nationally Described Space Standards
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

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). The revised version of the National Planning Policy Framework (NPPF) was published on 19th February 2019.

The National Planning Policy Framework 2019 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to 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.

Planning Officers have considered the revised National Planning Policy Framework 2019 which has been used together with other material planning considerations to assess this planning application.

#### 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.

A number of strategic housing sites were identified to implement the spatial strategy. This site was not identified as a strategic housing site. However, it is recognised that site has potential to make a useful contribution towards meeting the increasing housing targets for the Borough, by increasing the residential quantum in the town centre. It is not identified as a site in the Council’s current housing trajectory.

It is important that key sites within the town centre or on the edge are developed in a comprehensive manner and that all of the necessary linkages and infrastructure are provided.

#### Interim Framework for the Centre of Slough:

Slough Borough Council has produced an Interim Planning Framework for the Centre of Slough which comprises a “land use” framework which sets out how sites could come forward for development in a comprehensive way. The

Framework seeks to bring together existing planning policy and practice in Slough as it currently applies to the town centre. It can be used to inform planning decisions but does not have the weight of planning policy. The Framework was considered at Planning Committee on the 31st July 2019 and members endorsed the approach taken in the strategy.

The Interim Framework promotes an “activity” led strategy which seeks to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough. It explains that the main elements for developing such a strategy are already in place. The centre can become a world class transport hub. It has the potential to be a thriving business area and can accommodate a large amount of new housing. It also recognises the aspiration to create a new cultural hub in Slough. All of these will generate the footfall and spending power that can be captured by a regenerated and revitalised shopping and leisure centre.

The application site is identified as a Scale of Opportunity site as shown on Plan B; a Retail Frontages site as shown on Plan C; and an Area of Change as shown on Plan D. Plan G does not identify the site for New Tall Buildings. The site is therefore identified as being potentially available for redevelopment; would need to retain an active frontage; and is identified as site that could contribute towards the 9,000 new homes proposed by the Centre of Slough Framework.

7.2 The planning considerations for this proposal are:

- Planning history
- Land use
- Supply of housing
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Surface water drainage
- Equalities Considerations
- Presumption in favour of sustainable development

## 8.0 **Planning history**

8.1 The planning history is a material consideration. The previous planning application (ref. P/02418/036) for the following was approved on 15<sup>th</sup> January 2020:

Construction of rear extension at ground, 1st & 2nd floor level.  
Formation of new mansard roof with front & rear dormers.  
Conversion of 1st, 2nd & 3rd floors into 12 residential flats (5no.

studios & 7no. 1 bed flats) Window alterations to the upper floor of the front elevation. Bike and bin store to the rear.

Although the above development has not been implemented, its planning permission does not expire until January 2023 and therefore at the time of writing could still be carried out subject to discharging pre commencement conditions.

8.2 The main differences compared to the previously approved extant scheme (ref. P/02418/036) are set out below:

- An additional storey to accommodate 2 x 2 residential flats.
- Continuation of the front elevation up to fourth storey and additional set back top floor.

8.3 Since the previously approval (ref. P/02418/036), the National Planning Policy Framework has been updated on 19 February 2019 and the Local Planning Authority can not demonstrate a Five Year Land Supply. In addition the Interim Framework for the Centre of Slough and the Emerging Preferred Spatial Strategy for the Local Plan for Slough have been published.

These changes are considered where necessary within the assessment.

8.4 The site and surrounding is not materially different compared to when the previously approved application (ref. P/02418/036) was determined.

## 9.0 **Land Use**

9.1 The site is located within the defined Town Centre and comprises a ground floor retail unit with ancillary storage above.

9.2 Core Policies 1 & 4 of the Core Strategy seeks high density flatted development to be located within the town centre and urban areas. Local Plan Policies S1 and S15 resist changes of use that would have a detrimental impact vitality and viability of the Town Centre.

9.3 The National Planning Policy Framework seeks to support the role that town centres play at the heart of local communities. Planning should promote the long-term vitality and viability of town centre by taking a positive approach to their growth, management and adaptation which includes housing as part mixed use developments

- 9.4 The proposal would result in the loss of retail storage space at first floor. The rear of the ground retail unit would be retained for some retail storage. While this retained area is relatively small, there is no evidence to suggest it would not provide enough storage space to support the ground floor retail unit. In addition, the loss of the first floor ancillary space to residential flats could take place via the extant planning permission (ref. P/02418/038).
- 9.5 The provision of flats in the town centre is compliance with Core Policies 1 and 4 and the National Planning Framework.
- 9.6 The Emerging Preferred Spatial Strategy seeks to deliver major comprehensive redevelopment within the “Centre of Slough”. The site is identified within the Interim Framework for the Centre of Slough as being potentially available for redevelopment; would need to retain an active frontage; and as site that could contribute towards the 9,000 new homes proposed by the Centre of Slough Framework. This site is not identified for New Tall Buildings.
- 9.7 The proposal would extend the existing building to provide 14 additional residential units. The height of the building is not considered to constitute a ‘New Tall Building’ and the ground floor would retain its active frontage retail unit. As such the proposal is consistent with the spatial principles of the Interim Framework for the Centre of Slough and The Emerging Preferred Spatial Strategy.
- 9.8 Based on the above, the proposal would be a policy compliant land use. Neutral weight is attributed to the planning balance.
- 10.0 **Supply of housing**
- 10.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.
- 10.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council’s Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan
- 10.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. The proposal for 14 residential

units would make a contribution to the supply of housing, and given that that the tilted balance is engaged, this contribution would in principle attracts significant positive weight in the planning balance.

10.4 *Housing mix*

One of the aims of National Planning Policy is to deliver a wide choice of high quality homes and to create sustainable, inclusive and mixed communities. This is reflected in Core Strategy Policy 4. The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) suggests in table 39 the following percentage mixes are needed within Slough:

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Market</b>	5	19	57	20

10.5 The proposal would include 4 x studio flats; 8 x 1 bed flats; 2 x 2 bed units which do not reflect the proportions in the Local Housing Needs Assessment. As such the proposal would not fully comply with the housing mix requirements of Core Policy 4, and the requirements of the National Planning Policy framework. This tempers the weight allocated to the benefit of providing housing. As such, when considering the proposed benefits, moderate – considerable positive weight would be tilted in favour of the supply of 4 x studio flats; 8 x 1 bed; 2 x 2 bed flats.

10.6 Core Policy 4 of the Core Strategy requires all proposals of 15 or more dwellings (gross), to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing. As the proposal is for 14 units, no affordable housing provision is required.

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

11.1 The National Planning Policy Framework 2019 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1, EN2, and EN3.

11.2 The surrounding area is retail in character; however there are residential flats to the upper floors of the surrounding shopping units, and residential dwellings to the south. The existing building appears as three storeys when viewed from the High Street; however it is only two storeys as the roof sharply slopes towards the rear to where building is single storey.

11.3 The proposal would extend the existing elevation fronting the High Street by one storey before setting back to provide the top fifth storey that would not breach the overall height of the neighbouring building to the east. The proposal for two additional storeys; the top of which would be appropriately set back, would not result in a visually overbearing or dominant feature, or result in an unacceptable loss of sunlight on the High Street.

- 11.4 There are Locally Listed Buildings within the High Street, the closest being at 283 – 299 High Street, which are set away by an ample distance to prevent any unacceptable impacts.
- 11.5 To the rear the existing building slopes down to a single storey in height, and the proposal would extend part of this to up to five storeys. There are existing residential buildings to the rear in Bishops Road which are similar in height and in some cases higher than proposed. Given the separation distances from these buildings, the proposed height would height not appear out of proportion or as visually overbearing or dominant when viewed form the rear.
- 11.6 It is noted that the horizontal features in the building would not visually coordinate with the neighbouring building to the east. However this is not a particularly strong feature with the neighbouring buildings or in the wider context of the High Street. In extending upwards by an additional two storeys, the proposal would result in a two storey sheer wall above the flat roof of the neighbouring three storey building to the west and similar to above the sloping roof on the neighbouring building to the east. The upper part of the sheer wall would be set back to expose the balconies and dormers for the proposed top floor. This provides some visual interest, and in addition the sheer walls would be finished in a facing brick similar in appearance to those used on the existing building. This is considered to provide an acceptable visual relationship with the neighbouring buildings.
- 11.7 The proposed pattern of fenestration, materials and detailing would reflect that of the existing building which given the above, the proposal would result in an extension that would be visually compatible with the existing building and surrounding area
- 11.8 The application proposes south facing photovoltaic panels on the flat roof of the upward extension. Views of these panels would be very limited and given the appropriate proportion of the roof space they would accommodate, they would appear as typical ancillary equipment that would not detract from the merits of the proposed building or the character of the surrounding area.
- 11.9 No landscaping is proposed and given the nature of the proposal being an upward extension, Officers are satisfied there is no cost effective way of introducing any.
- 11.10 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy, Local Plan Policies EN1, EN2, EN3, and EN17, and the requirements of The National Planning Policy Framework 2019. Neutral weight is attributed to the planning balance.
- 12.0 **Impact on amenity of neighbouring occupiers**
- 12.1 The National Planning Policy Framework 2019 encourages new

developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

- 12.2 There are a number of residential units to the rear in Bishops Road and Alpha Street North. The separation between these residential units would exceed 21 metres which satisfactorily mitigates any unacceptable overbearing or loss of privacy issues for a Town Centre location.
- 12.3 The separation between the application site and the buildings directly opposite on the High Street is approximately 19 metres. These buildings do not appear to be in residential uses, however 261 High Street contains a residential use at first floor, but is further along to the east. 19 metres is short of the normally required separation distance of 21 metres between primary windows, however 19 metres is not untypical of a Town Centre situation and would not sterilise any future change of use opposite the application site.
- 12.4 The application proposes south facing photovoltaic panels on the flat roof of the upward extension. There is an existing five storey block of flats to the southeast in Bishops Road and residential buildings to the southwest which front Alpha Street North. Given the five storey height of the proposal and the fact that these neighbouring residential properties are not positioned due south of these panels, it appears there may not be any significant impact on these existing residents in terms of glint and glare. However, it is recommended a condition is included to secure a glint and glare study and any mitigation required to ensure these panels would have an acceptable impact.
- 12.5 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy, Local Plan Policies EN1 and EN2, and the requirements of The National Planning Policy Framework 2019. Neutral weight is attributed to the planning balance.

13.0 **Living conditions for future occupiers of the development**

- 13.1 The National Planning Policy Framework 2019 states that planning should create places with a high standard of amenity for existing and future users.
- 13.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."
- 13.3 Local Plan Policy H14 seeks an appropriate level while having regard to:
- a) the type and size of dwelling and type of household likely to occupy dwelling;
  - b) quality of proposed amenity space in terms of area, depth, orientation,

- privacy, attractiveness, usefulness and accessibility;
- c) character of surrounding area in terms of size and type of amenity space for existing dwellings;
- d) proximity to existing public open space and play facilities; and
- e) provision and size of balconies.

13.4 *Access:*

Access from the street would be gained directly from the footway in the High Street. A corridor then provides access to the stairs and lift to the upper floors. Considering the number of residential units proposed, the access point would appropriately distribute residents and visitors past an acceptable number of residential units and therefore minimise likely disturbance for future occupiers.

13.5 *Internal living conditions:*

The gross internal areas and bedrooms would exceed the Nationally Described Space Standards. The built-in internal storage areas as proposed are less than the described amount (in some case less than 50 percent). Given the gross areas exceed the Standards, it would be possible to provide an appropriate amount of fixed storage should a particular resident require. It is acknowledged this not in full accordance with the Nationally Described Space Standards and therefore a very limited amount of negative weight is attributed to the planning balance.

13.6 The layout of the flats is such that all principle habitable rooms serving the individual units would be served by windows that provide good outlook, and appropriate levels of daylight and sunlight.

13.7 *External amenity space:*

The previously approved scheme (ref. P/02418/036) did not provide balconies for the 12 approved flats. This proposal would provide a full width external terrace area for the top floor High Street facing 2 bedroom flat. The remaining flats would not be served by balconies.

13.8 The site is positioned close to good quality Public Open Space (Lascelles Park and Upton Court Park). The provision of balconies fronting the High Street is not part of the character of surrounding area in terms of size and type of amenity space for existing dwellings and would likely need to be set within the building so as not to overhang the High Street and therefore un-achievable on this proposal. It is acknowledged that balconies could potentially be incorporated at the rear; however this has not been proposed and does not form part of the previously approved scheme (ref. P/02418/036). Notwithstanding the previous approval, the proposed external amenity space would not fully comply with Local Plan Policy H14, and given the above, a moderate amount of negative weight is attributed to the planning



balance.

13.9 Given the size of the proposal being less than 70 flats, the Developers Guide does not set a specific tariff for public open space other than for a financial contribution of £300 per dwelling for the enhancement of existing nearby public open space for such schemes in the town centre that have inadequate private amenity space. In this case this would amount to £3,300 in total. As a section 106 is not being entered into for this application, requiring this amount through a legal agreement is not considered expedient.

13.10 *Noise:*

Given the town centre location, external noise could arise from late night uses, external plant serving adjoining buildings. This can be addressed by a condition to secure a noise report and any mitigation such as enhanced fabric / windows and a ventilation strategy to allow the windows to be closed when noise levels are higher.

13.11 The proposed top floor would provide living areas that would be positioned above bedrooms within the proposed third floor which can cause noise issues for the residents in the flats below. Building Regulations control internal transmission of noise for the floor slabs, and therefore it would not be reasonable to secure noise / impact insulation details.

13.12 *Conclusion:*

Based on the above, the proposal would provide flats with gross internal floor areas that would exceed the Nationally Described Space Standards, provide good outlook, appropriate levels of daylight and sunlight, and militate against external noise within the Town Centre. However, there are some conflicts with Policy by virtue of the built-in storage less than the described amount (in some cases less than 50 percent) and the absence of balconies. Given these conflicts, a moderate amount of negative weight is attributed to the planning balance.

14.0 **Crime Prevention**

14.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Core Policy 12 of the Core Strategy requires development to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.

14.2 The National Planning Policy Framework requires developments to be safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

14.3 Access from the street would be gained directly from the footway in the High

Street where there is already a good level of natural surveillance. A secondary access would be provided at the rear where there is a reasonable degree of natural surveillance from the residential flats in Bishops Road. A corridor then provides access to the stairs and lift to the upper floors. Considering the number of residential units proposed, it would not be appropriate to compartmentalise the internal layout via fob access.

- 14.4 Cycle storage would comprise a communal store located within the single storey rear extension and accessed via a secure door. Local Plan Policy T8 requires a suitable number of cycle parking racks. The Developers Guide states the purpose of the guidance is to incorporate high quality cycle parking into all new developments. In terms of quantum, the guide seeks 1 space per unit to be individual lockers for flatted developments plus visitor cycle. However, given the town centre location where space for individual lockers is restricted, a relaxation for a modest number of flats can be justified subject to appropriate security arrangements. Best practice for designing out crime (Secured by Design Guidance) does not exclude communal storage provided it includes robust construction and appropriate security details. Subject to a condition to submit details in relation to Secured by Design, the proposed cycle store the size of which would houses 14 cycles, would be in accordance with the intentions of the Developers Guide although would not be in full in accordance with its detail. Given the above, and subject to condition, overall the proposed cycle parking would be broadly in accordance with the security requirements sought by the Development Plan.
- 14.5 The bin store at the rear would comprise a solid structure with a roof and door. Such a structure is not encouraged by Thames Valley Police as the doors are often left open and provides a sheltered and secluded space which does lends itself to criminal or antisocial activity. Planning Officers have requested the bin store is redesigned to comprise hit and miss fencing, with no roof or door.an update will be provided on the amendment sheet to committee.
- 14.6 Based on the above, and subject to conditions and changes requested, the crime prevention aspects of the proposal are considered to be broadly in accordance with Local Plan Policy EN5; T8; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework. Neutral weight should be applied to the planning balance.

## 15.0 **Highways and Parking**

- 15.1 The National Planning Policy Framework 2019 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 2019 states that ‘Development should only be

prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

15.2 *Access and Trip Generation*

15.3 Access from the street would be gained directly from the footway in the High Street. A secondary access would be provided at the rear via Bishops Road which also provides access to the cycle store and reuse store. There are appropriate pedestrian access points which the Local Highway Authority has not objected to. No parking provision is proposed and given the number of flats, the site would generate limited traffic.

15.4 *Car parking:*

15.5 The application proposes no parking spaces which is in accordance with the development plan guidelines for this Town Centre location. The roads in the vicinity of the site are subject to parking restrictions. The Local Highway Authority has raised no objection in relation to the parking provision subject to restricting future residents from obtaining a parking permit .

15.6 *Cycle parking:*

Local Plan Policy T8 requires a suitable number of cycle parking racks. The Developers Guide states the purpose of the guidance is to incorporate high quality cycle parking into all new developments. In terms of quantum the guide seeks 1 space per unit parking to be individual lockers for flatted developments plus visitor cycles.

15.7 Cycle storage would comprise a communal store for 14 bicycles located within the single storey rear extension and accessed via an external door to the side. The absence of individual lockers and the provision a communal store for 14 cycles may not encourage the ownership of good quality cycles or encourage sustainable modes of transport. This would not be wholly in accordance with the Developers Guide. However, given the town centre location where space for individual lockers is restricted, a relaxation for a modest number of flats can be justified subject to appropriate security arrangements. Best practice for designing out crime (Secured by Design Guidance) does not exclude communal storage provided it includes robust construction and appropriate security details. Subject to a condition to submit details in relation to Secured by Design, the proposed cycle store the size of which would houses 14 cycles would be in accordance with the intentions of the Developers Guide although would not be in full in accordance with its detail. The Local Highway Authority has not objected to the cycle store. Given the above, and subject to condition, overall the proposed cycle parking would be broadly in accordance with the requirements sought by the Development Plan.

15.8 The Local Highway Authority has requested two Sheffield stands for visitor cycle parking. There is no space available within the site to provide these. A financial contribution towards additional stands in the High Street was considered, but as a Section 106 would not be required, it would not be expedient to request a financial contribution. Given the size of the proposal being only four flats above the fresh-hold which requires visitor cycle parking, and given there is ample public cycle parking in the town centre, the resulting impacts would be minimal and not expedient to mitigate.

15.9 Given the above, the proposed cycle parking would not be in full accordance with the Development Plan; however, the resulting harm would be mitigated to some degree by the applying conditions to require secured by design compliant cycle storage.

15.10 *Servicing and Refuse Collection:*

Refuse storage would be sited in the single storey rear extension, and comprise three euro bins for residential waste, and two euro bins for the commercial waste (positioned at opposite ends of the store). The Local Highway has assessed the storage provision / location and raised no objection.

15.11 Summary:

Based on the above, and subject to conditions the proposal would be broadly in accordance with the relevant requirements of the Development and would not lead to and the National Planning Policy Framework 2019 and would not lead to unacceptable impact on highway safety, or severe impacts on the road network. Neutral weight should be applied to the planning balance.

16.0 **Surface water drainage**

16.1 Paragraph 165 of the National Planning Policy Framework requires Major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.

16.2 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

16.3 The application has been assessed by the Lead Local Flood Authority and given the footprint would largely be the same as the existing footprint, and given the roof slopes would not worsen run off rates, no additional drainage design over the existing situation is required .

16.4 Based on the above, proposal would comply with Core Policy 8 of the Core

Strategy and the requirements of the National Planning Policy Framework 2019. Neutral weight should be applied to the planning balance.

17.0 **Equalities Considerations**

17.1 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 (eg: 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).

17.2 The proposal would provide new residential accommodation at a mix of dwelling sizes. Given the town centre location no onsite parking provided or required. Publicly available wheelchair accessible parking is available in the town centre. Access into the building is via doorways at ground level, and a stairwell and lift is provided for access to the upper floor. Internal wheelchair accessibility is controlled by Building Regulations.

17.3 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 eg: 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 can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.

17.4 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

18.0 **Presumption in favour of sustainable development:**

18.1 The application has been evaluated against the Development Plan, the NPPF and other relevant material planning considerations. The Authority has assessed the application against the 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.

The proposal for 14 residential units would make a contribution to the supply of housing, and given that that the tilted balance is engaged, this contribution would in principle attracts significant positive weight in the planning balance. The proposal for 4 x studio flats; 8 x 1 bed flats; 2 x 2 bed units do not reflect the proportions in the Local Housing Needs Assessment. This tempers the significant positive weight allocated to the benefit of providing housing to a **moderate – considerable positive weight which is to be tilted in favour of the supply of housing.**

The report identifies that the proposal complies with most of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are some conflicts with the Development Plan, namely:

1. The built-in storage less than the described amount (in some case less than 50 percent) and the absence of balconies (**Moderate negative weight**)

Subject to addressing the issues set out in the recommendation, when considering the proposal which in all other respects comply with the local and national policies towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough, the Local Planning Authority consider that the adverse impacts of the development 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 and tilted in favour of the supply of housing. On balance, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) Redesigning the bin store to comprise hit and miss fencing, with no roof or door to the opening;
- 2) agreement of the pre-commencement conditions with the applicant/agent;
- 3) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 10<sup>th</sup> May 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee

19.0 **PART C: RECOMMENDATION**

19.1 Having considered the relevant policies set out above, 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:

A) For approval subject to:-

1. Redesigning the bin store to comprise hit and miss fencing, with no roof or door to the opening;
2. agreement of the pre-commencement conditions with the applicant/agent;
3. finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 10<sup>th</sup> May 2021 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee

20.0 PART D: LIST CONDITIONS AND INFORMATIVES

Not yet finalised or agreed with Agent

1. Commence within three years

The development hereby permitted shall be commenced within three years of from the date of this permission.

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

2. Drawing Numbers

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

- a) Site Location Plan (titled A B Superstores, 234 -236 High Street, Slough, SL1 1JU Location Revised); Dated 02/04/2020; Rec'd 18/06/2020
- b) Drawing No. 234HS/12112015/REV-0-1/2; Dated 12 November 2015; Rec'd xxxx
- c) Drawing No. 1077/01; Dated April 2020; Rec'd 18/01/2021 – BIN STORE TO BE REVISED
- d) Drawing No. 1077/02; Dated April 2020; Rec'd 18/01/2021
- e) Drawing No. 1077/03; Dated April 2020; Rec'd 18/01/2021
- f) Drawing No. 1077/04; Dated April 2020; Rec'd 18/01/2021
- g) Drawing No. 1077/05 Rev A; Dated April 2020; Rec'd 18/01/2021
- h) Drawing No. 1077/06 Rev B; Dated April 2020; Rec'd 18/01/2021
- i) Drawing No. 1077/07 Rev C; Dated April 2020; Rec'd 18/01/2021
- j) Drawing No. 1077/08 Rev B; Dated April 2020; Rec'd 18/01/2021
- k) Drawing No. 1077/014 Rev B; Dated September; 2020; Rec'd 18/01/2021
- l) Drawing No. 1077/015 Rev A; Dated January 2021; Rec'd 18/01/2021

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. Construction Traffic Management Plan

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and



construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy Guidance. Details should also be provided of contractor parking delivery timings, traffic management for deliveries, working hours, wheel washing facilities, and turning and maneuvering spaces for large vehicles/construction plant. The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

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

#### 4. Working Method Statement

No development shall begin until details of a scheme (Working Method Statement) 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
- (vi) construction working hours

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 in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, with Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework .

#### 5. Details and of materials

Prior to the commencement of the development hereby approved, specification and appearance details the tiles, roof material, edging/ copings, windows and balconies used on the top floor shall be submitted and approved in writing by the Local Planning Authority. The development shall thereafter 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 Adopted Local Plan for Slough 2004, with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

#### 4. Noise Assessment External Noise

Prior to the commencement of the development hereby approved a scheme for protecting the proposed flats from external noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- a) Day and night time noise assessment with any mitigation both in accordance with ProPG: Planning and Noise Guidance and British Standard 8233:2014.
- b) Where windows are required to be closed to meet the required indoor sound levels; acoustic mechanical ventilation measures for each flat

The development shall be carried out in full accordance with the approved details prior first occupation and shall be retained as such all times in the future. The mechanical ventilation shall then be used and maintained in accordance with the manufactures requirements for the lifetime of the development.

REASON To ensure adequate mitigation against external noise level in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

#### 5. Secured By Design

Prior to the commencement of the development hereby approved, a secure access strategy capable of achieving a Secured by Design Gold Award shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Valley Police.

The development shall then be carried out in full accordance with the approved details prior to first occupation of the development hereby approved. These measures shall be retained, used, and maintained in accordance with the manufactures requirements for the lifetime of the development.

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 Policy EN5 of the Local Plan for Slough and to reflect the guidance contained in The National Planning Policy Framework.

6. Glint and glare study

Prior to the installation of any photovoltaic panels a glint and glare study on highway safety and residential amenity for the photovoltaic panels 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 and any mitigation recommended.

REASON To ensure any reflective material would have acceptable impacts on highway safety and neighbour amenity in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2019.

7. Refuse and recycling store

No part of the development hereby approved shall be occupied until specification, appearance, and weathering treatment details of the hit-and-miss fencing to the external elevations of the proposed refuse and recycling store have been submitted to and approved in writing by the Local Planning Authority.

The approved refuse and recycling store shall then be completed in accordance with the approved details prior to first occupation of the development hereby approved and retained at all times in the future to serve the residential flats hereby approved.

REASON In the interests of visual amenity and highway safety and convenience of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

8. Cycle Parking

No part of the development hereby approved shall be occupied until the following details of the cycle parking spaces within the approved cycle store have been submitted to and approved in writing by the Local Planning Authority:

a) The specification details for the cycle racks and appropriate security

fixings

The cycle parking spaces shall then be completed in accordance with the approved details and approved plans, and in accordance with the Secured by Design requirements required by condition 8 of this planning permission prior to first occupation of the development hereby approved and retained at all times in the future to serve the residential flats hereby approved.

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 Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development plan Document December 2008, and the requirements of the National Planning Policy Framework

#### 9. Pedestrian access

The pedestrian access to the development from High Street shall be kept free of obstruction and be available for use by residents of the development at all times.

Reason: In the interest of pedestrian safety, in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004, Core Policies 7 & 12 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

#### 10. Elevation Materials

The materials in all external elevations other than the top floor and refuse store of the development hereby approved shall be carried out in materials that match as closely as possible the colour, texture, pattern, detailing, and design of the existing building at the date of this permission.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality 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) Development plan Document December 2008, and the requirements of the National Planning Policy Framework.

#### 11. Use of flat roofs

The roof areas on the development hereby approved shall not be accessible for residents or visitors and shall not be used as a balcony, roof garden or other amenity area.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties, 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, Development Plan Document, and the requirements of the National Planning Policy Framework.

## 12. Parking Permit Restriction

No occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.

REASON: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with residential properties in accordance with Core Policy 7 of the Slough LDF 2006-2026

### INFORMATIVES:

#### 1. Highways:

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

#### 2. Thames Water:

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](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section

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.

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

3. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. 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.
4. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays unless government guidance explicitly extends these hours.
5. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.

6. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
7. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.

8. Highways:

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

9. Thames Water

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. [www.developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services](http://www.developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services)

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.

[www.developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes](http://www.developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes)

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](https://www.thameswater.co.uk/buildingwater).

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.