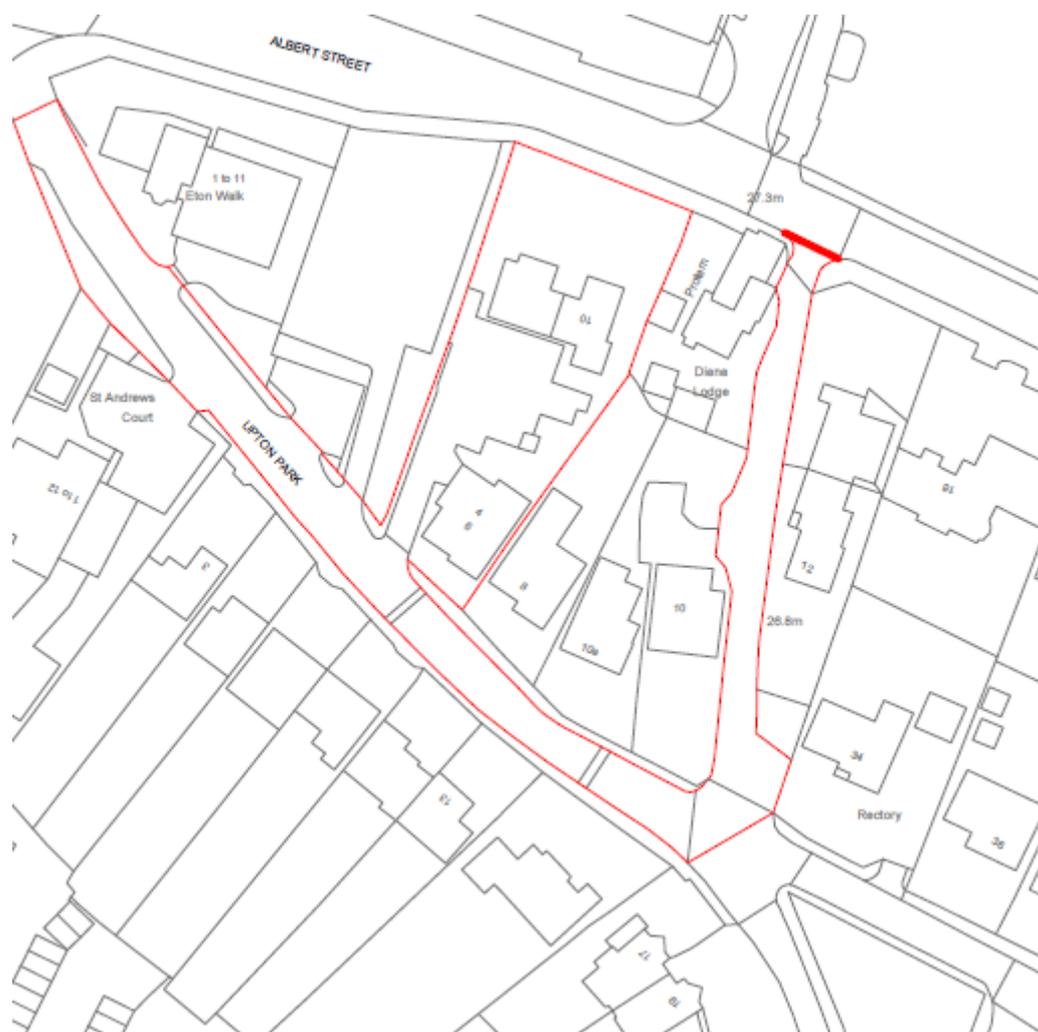


Registration Date:	30-April-2021	Application No:	P/00827/032
Officer:	Michael Scott	Ward:	Central
Applicant:	Mr. Dhillon	Application Type:	Major
		13 Week Date:	30 July 2021
Agent:	Landmark Group, The Pillars, Slade Oak Lane, Gerrards Cross, Buckinghamshire, SL9 0QE		
Location:	10, Albert Street, Slough, SL1 2BU		
Proposal:	Redevelopment of site to allow for 11 flats, associated visitors parking, amenity space and landscaping.		

Recommendation: Delegate to the Planning Manager



P/00827/032

1.0 **SUMMARY OF RECOMMENDATION**

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

1) For approval subject to: the satisfactory completion of a s106 agreement to ensure a financial contribution of £3300 towards local public open space enhancements, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31st January 2022, unless otherwise agreed by the Planning Manager in consultation with the 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:

- Construction of a three-storey building.
- Provision of 11 self-contained 1 x bed residential units.
- Surface car parking providing 11 spaces for the proposed residential units – each to be provided with electric charging facilities.
- The provision of cycle parking facilities for future residents and visitors.
- Secure bin and recycling storage facilities.
- Continued use of the vehicular access to the site from Upton Park, together with the retention of parking spaces currently allocated to 4/6 Upton Park within the application site.

3.0 **Application Site**

- 3.1 The application site lies between Albert Street to the north and Upton Park – a private road - to the south. The proposals relate to a somewhat dated residential block at 10 Albert Street, comprising 13 bed-sits, which shares surface level parking and the access to Upton Park, with a two-storey residential block with roof accommodation at 4-6 Albert Street, which is sited on the frontage of the site with Upton Park. This building was approved under P/00827/019.
- 3.2 The ground levels rise gently between the access from Upton Park to the south and to a point just before the northern boundary of the plot. However, the level of Albert Street is significantly higher and so there are sets of steps to traverse the level difference on the northern boundary to reach the footway alongside the highway.
- 3.3 To the west of the application site, there are some purpose built blocks of flats at the west end of Upton Park (a modern block immediately adjoining the application site, Eton Walk and St Andrew's Court, each with undercroft access to car parking).
- 3.4 To the east are the rear garden areas of Protem and Diana Lodge, which are a two-storey, semi-detached residential properties.
- 3.5 Opposite the site to the north, there is a modern, six-eight storey commercial development.
- 3.6 To the south, along the opposite side of Upton Park, are a series of substantial, detached dwelling houses set back with large frontages.
- 3.7 Access for both the application premises and 4-6 Albert Street is shared and taken from Upton Park, which is a private road that has not been adopted by the Local Highway Authority.
- 3.8 For completeness, it should be noted: the site adjoins the southern boundary of the designated Slough Town Centre, and lies to the north of Upton Park / Upton Village Conservation Area and to the west and south respectively of Upton Hospital (Grade II Listed Building) and St Mary's Church (Grade II Listed Building).

4.0 **Relevant Site History**

- 4.1 **P/00827/031** Outline application for the redevelopment of the site to incorporate 15 self contained units, seeking approval on

access, landscaping, and layout (with scale and appearance reserved).

Deemed Invalid 20/11/2018

P/00827/030 Outline application for the redevelopment of the site to incorporate 15 self contained units, seeking approval on access, landscaping, layout and scale (with appearance reserved).

Withdrawn 19/04/2018

P/00827/024 Demolition of existing pair of semi-detached dwellings (used as 13 no. bed-sits) and erection of 9no. two bedroom flats with associated parking, cycle, bin storage and earthworks

Refused 13-Nov-2007

P/00827/023 Alterations to the parking layout for the existing residential units and amendments to planning permission P/00827/019 (dated 8/2/05) to convert garage and car port into 1 no. one bedroom flat; construction of refuse and bicycle enclosure.

Approved with Conditions; Informatives 21-Nov-2006

P/00827/022 Amendments to planning permission P/00827/019 (dated 08/02/05) to convert garage and carport into 1 no one bedroom flat and construction of refuse and bicycle enclosures

Refused 25-Sep-2006

P/00827/020 Variation of condition no. 2 of planning permission P/00827/019, dated 08/02/2005, to remove side and rear dormer window and to change approved scheme from 4no. two bedroom flats to 3no. two bedroom and 1no. one bedroom flats and other minor changes to external appearance

Approved with Conditions; Informatives 19-May-2006

P/00827/019 Erection of 4no. two bedroom flats with 6no. parking spaces

Approved with Conditions; Informatives 08-Feb-2005

P/00827/018 Erection of 4no. two bedroom flats with associated parking and vehicular access

Withdrawn (Treated As) 20-Sep-2004

P/00827/017 Erection of 6no. two bedroom flats with associated parking and vehicular access

Withdrawn (Treated As) 14-Oct-2003

P/00827/016 Change of use to provide house in multiple occupation accommodation

Approved with Conditions; Informatives 09-Aug-2002

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 three site notices were displayed – one close to the pedestrian steps to the site on Albert Street and the other two on lampposts at and opposite the entrance to the site in Upton Park each dated 12/05/2021. The application was advertised as a major application affecting the setting of a conservation area in the 14/05/2021 edition of The Slough Express.

6.0 **Consultations**

6.1 Local Highway Authority:

Introduction

This document provides Slough Borough Council's consultation response regarding Highways and Transport for application P/00827/032 at 10 Albert Street.

SBC Highways and Transport requested additional information on 21st May 2021 and further information was submitted on 9th June 2021.

Application Description

The proposed development is for 11 one-bedroom flats.

Access

Vehicular access is proposed from Upton Park. The access would form a priority T-junction with Upton Park.

SBC Highways and Transport request the submission of a General Arrangement drawing of the proposed site access which displays the access width, corner radii and that the available visibility is in accordance with the Manual for Streets requirements for the speed limit in this location. It is recommended that given the access is an existing access, these details can be secured by condition.

It has been confirmed that Upton Park is not public highway and is a privately maintained road.

Access by Sustainable Travel Modes

The site is located approximately 450m (6 minutes walk) from Slough High Street, 900m (11 minutes walk) from Slough Bus Station and 1000m (13 minutes walk) from Slough Railway Station. Therefore the site is considered to occupy a relatively sustainable location with opportunities for journeys to be made by sustainable travel modes.

Layout

At the request of SBC Highways and Transport, the applicant has provided swept paths using a large car, measuring 5.1 metres long, which demonstrate a large car can ingress and egress the site and the end parking spaces.

At the request of SBC, the applicant has updated the proposed site plan to demonstrate that the aisle widths will be in excess of 6.0 metres as per guidance within Manual for Streets which recommends 6.0 metres aisle width is required to access parking spaces at 90 degrees.

SBC Highways and Transport have no objection to the car parking layout for the proposed development.

Parking

The proposed development provides eleven flats with 11 parking spaces, plus one additional space for visitor or disabled parking provision.

SBC Highways and Transport have no objection to the proposed development due to the proposed number of parking spaces. The provision of 1 space per dwelling is considered appropriate given the proposals are for 1 bedroom dwellings, reducing the likelihood the dwellings will be occupied by two vehicle owners.

Electric Vehicle Parking

The applicant has confirmed that 11 Electric Vehicle Charging Points (EVCP) will be provided, with 1 for each dwelling in accordance with the Slough Low Emissions Strategy (2018 – 2025).

The Slough Low Emissions Strategy requires the provision of 1 EVCP per space, where spaces are allocated. The specification of EVCP should be agreed with the Slough Environmental Quality Team who manage EV Charging in Slough.

Cycle Parking

In response to SBC Highways and Transport, the applicant has provided 'Drawing No. Appendix 3.0, dated 08/062021' which displays 10 semi-vertical bike storage stands and 1 Sheffield bike stand as short stay visitor cycle parking.

The SBC Developers Guide – Part 3: Highways and Transport (2008) requires the provision of 1 secure, covered long-stay cycle parking space per dwelling and the provision of short-stay visitor cycle parking for developments of 10 flats or more.

SBC Highways and Transport have no objection based on the cycle parking provision, although further details of the cycle parking design should be secured by condition.

Servicing and Refuse Collection

Swept path analysis has been provided which demonstrates that a long wheel base delivery van (Mercedes Sprinter) can enter and exit the site in a forward gear.

It has been confirmed that the refuse vehicle does not enter the section of Upton Park adjacent to the site and that existing residents of Upton Park put their bins at a collection point on collection day. The applicant has confirmed that a management company would be in place with responsibility for wheeling the bins from the communal bin store to the collection point on Upton Park on the day of collection. The management company would also trolley the empty bins back into the site.

SBC Highways and Transport require the applicant to detail the strategy for servicing, deliveries and refuse collection for the proposed development. Swept paths should be provided which demonstrate there is suitable turning space for a delivery vehicle to ingress and egress the site in a forward gear if this is required.

Summary and Conclusions

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

Conditions Recommended

[Highways set out conditions covering Visibility, Layout, Gates, Cycle Parking, Bin Storage/Collection, together with Informatives. These are included below at 24.0]

6.2 Thames Water:

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 and set out various matters, which are included under Informatives below.

6.3 Lead Local Flood Authority

The general principles for the surface drainage are acceptable; we would recommend further information on the proposals be submitted as part of a more detailed design phase. Therefore we recommend [a condition - as set out below at 23.0].

6.4 SBC Scientific Officer

No response received for this application. Response received in previous application P/00827/030:

“Initial Ground Investigation and ground gas/volatiles monitoring and risk assessment recorder elevated concentrations of volatile vapours in the deeper monitoring wells ranged between 30ppm and 296ppm. Further assessment was warranted in order to identify any special protection measures may be required.

The additional Risk Assessment of Volatile Vapours was carried out, and while no actual source of contamination was encountered under the site, the results indicated that no special precautions are deemed necessary within the proposed development design to specifically mitigate against potential risk from VOCs in groundwater. I agree with these findings, and in accordance with current best practice guidance, the site appears to be suitable for the proposed use.

Based on the above, I recommend that a Watching Brief is sufficient to address any issues arising from unexpected contamination likely to be encountered on site during development.”

[NOTE: Accordingly, a condition is set out below.]

6.5 BEAMS Conservation Officer

Under the assessment of the earlier scheme ref: P/00827/031, it was noted that the following comments were made by Beams, which concluded the redevelopment of the site would not affect heritage assets:

“The application site is on the south side of Albert Street, towards its western end. Currently the site is occupied by a semi-detached pair of 2-storey dwellings - circa 1920's in date, of brick construction with a hipped clay tile roof. These would be demolished and a larger residential block constructed on site.

The Upton Park Conservation Area and the Registered Park and Garden of Herschel Park lies to the rear / south-east of the site however any new development of 3-storey scale on this site will not be visible from the Conservation Area or Registered Park and Garden due to the position of other dwellings fronting Upton Park - there will be no impact upon the setting of the Upton Park Conservation Area, its significance would be preserved.

Approximately 20 metres to the north-east of the site is the Churchyard of St Mary's Church, the church (grade II listed) is located approximately 150 metres north-east of the application site and views from Albert Street across the churchyard to the church provide the best views of it. There is no obvious visible relationship between church and application site and they will not be seen in context, as such the proposal will not impact upon the setting of St Mary's Church, thereby preserving its significance.*

Similarly the grade II listed buildings within the Upton Hospital site lie some way to the east of the application site and there will be no impact upon their setting on the basis of the outline application plans.”

6.6 SBC Tree Officer

Under the assessment of the earlier scheme ref: P/00827/031, it was noted that the following comments were made by the Council's Tree Officer:

“I have reviewed the Tree Survey and report provided by the applicant. Overall I find it to be thorough and a fair assessment of the trees growing within the site. Generally I concur with the reports findings and recommendations.

By way of observation, one tree may warrant review, (Tree 4, Sycamore). This is graded C in the report. It is arguably of greater merit and better condition than represented in the report and could

potentially be retained within the development. Although of low visual amenity in terms of street views it does have amenity value for the screening it currently provides in protecting rear views from existing residential properties.

Despite this, the tree will be difficult to retain successfully within the context of the proposed development and the LPA should resist protecting trees which would be unsuitable within new forms of development. In the instance of this Sycamore, having regard to the overall condition of the tree, its potential for further growth and its form, retention would be inappropriate, subject to there being a comprehensive landscape scheme with the development. Remaining trees present on the site are not of merit and will be replaced with implementation of the landscape proposals.”

[NOTE – the site is now cleared of all vegetation.]

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework and National Planning Policy Guidance:

Section 2: Achieving sustainable development

Section 4: Decision-making

Section 5: Delivering a sufficient supply of homes

Section 8: Promoting healthy communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

Section 14: Meeting the challenge of climate change, flooding and coastal change

Section 16: Conserving and enhancing the historic environment

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 7 - Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural, built and historic environment

Core Policy 10 – Infrastructure

Core Policy 11 - Social cohesiveness

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design

EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
H13 – Backland/Infill Development
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 June 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 cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the National Planning Policy Framework 2019 and refined in case law. The 'tilted balance' as set out in the NPPF paragraph 11 requires local planning authorities to apply the presumption in favour of sustainable development (in applications which relate to the supply of housing)

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

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.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Housing mix
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Flooding & Drainage
- Trees & Landscaping
- Heritage issues
- Land contamination
- Air Quality
- S.106 Contributions

8.0 **Principle of development**

8.1 The National Planning Policy Framework 2019 encourages the effective and efficient use of land. These proposals involve the replacement of bed-sits and the formation of new self-contained residential accommodation. As such, the proposals comply with the overall thrust of the NPPF.

8.2 Core Policies 1 and 4 which seek high-density, non-family type housing to be located in the Town Centre. In the urban areas outside of the town centre, new residential development is expected to be predominantly family housing.

8.3 Whilst the site is located outside of the Town Centre, its immediate close proximity to the designated area justifies considering that flatted accommodation is more appropriate in this case, and as it reflects the existing flatted residential mix in the adjacent developments to the west comprising the adjoining site and those immediately beyond. Furthermore, the existing use of the site is for bed-sits.

8.4 Both the National Planning Policy Framework and the Local Development Plan seek a wide choice of high-quality homes which

should be considered in the context of the presumption in favour of sustainable development. The site is considered to be located in a sustainable location as it benefits from access to public transport, education, retail, leisure, employment and community facilities.

- 8.5 Paragraph 8 of the NPPF sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.
- 8.6 Paragraph 9 of the NPPF stresses that sustainable solutions should take local circumstances into account, to reflect the character, needs and opportunities of each area
- 8.7 In Core Policy 1 the Council seeks a scale and density of development that will be related to a site's current or proposed accessibility, character and surroundings.
- 8.8 In Core Policy 8 the Council seeks all development to be sustainable, of high-quality design that respects its location and surroundings, in that it should respect the amenities of adjoining occupiers and reflect the street scene and local distinctiveness of the area.
- 8.9 Accordingly, in Core Policy 9 the Council states development will not be permitted where it does not respect the character and distinctiveness of existing townscapes. The impact of the current proposals is considered in section 9.0 below.
- 8.10 Having regard to the National Planning Policy Framework 2019 and the Local Development Plan, there are no objections to the principle of flatted residential development on this site.
- 8.11 As a scheme that entails an infilling of the street scene, attention must be paid to each limb of Policy H13, of which criteria (a), (b), (c), (d) and (f) are relevant. In summary, the issues turn on the scale of any infilling development.

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

- 9.1 The National Planning Policy Framework 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 H13.
- 9.2 As described above, the local area is characterised by three-storey, flatted blocks to the west. These proposals are for a three-storey flatted

block, as such, the scheme would be not out-of-keeping with the general massing and scale of the area.

- 9.3 As a replacement building for the existing, it would be an infill form of development. Whilst it would be a storey higher and on a modestly different footprint with a fuller façade, it is considered that the proposed scheme follows the principles of respecting the building line on its Albert Street frontage. Similarly, whilst the scale and massing of the proposed scheme is taller than the existing property it would replace, it would respect the spacing between it and that of nos. 4/6 Albert Street, which shares the overall site. As such, it is not considered that it would not be out-of-place in this setting.
- 9.4 In terms of design and style, the proposals draw a significant reference from the most recent new building at the site immediately to the west. The front and rear elevations of that building feature gables giving it an articulated roofline. Furthermore, it has an undercroft at ground level to provide front and rear parking courts.
- 9.5 The proposed design reflects that new building on the immediately adjacent site. The elevations follow the roof pattern there with a prominent gable feature at the boundary with that site. The development introduces a “cat-slide” roof to the eastern side where the neighbouring adjacent properties are of a more modest scale. Overall the design would enhance the setting, both in views from Albert Street and in glimpses from Upton Park.
- 9.6 The proposed elevations show a scheme with brick facings and distinctive quoins and window openings. The applicant has selected an lbstock red brick to be used in conjunction with render and bathstone detailing, together with grey roof tiles and white uPVC windows and rainwater goods. It is considered that the general palette of materials would be similar and typical of the style of recent residential developments in the vicinity.
- 9.7 The application scheme includes an undercroft access to some parking to the rear of the proposed new building. The immediately adjacent block to west and those at Eton Walk and St. Andrews Court, further to the west, each have a similar layout with parking either under or to the rear of those developments respectively.
- 9.8 The site would be laid out with soft and hard landscaping to ensure the scheme would complement the general feel and visual amenities of the locality. There would be the opportunity to include various specimen

trees to replace the somewhat poor quality of landscape which characterised the site until removed recently. Such proposals pursuant to a detailed landscaping condition would ensure screening and a contribution to the visual amenities of the area.

9.9 Given the differences in levels between the road side at Albert Street and the siting of the proposed building within the site, it would be of a similar, but general lower, height than the adjacent new building and read as two-storey from Albert Street.

9.10 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area. The proposals therefore comply with Core Policy 9 of the Core Strategy and the requirement of the National Planning Policy Framework, as such the scheme is considered to therefore comply with Policies EN1, EN2 and H13 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

10.0 **Impact on amenity of neighbouring occupiers**

10.1 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.

10.2 As more fully described above, the scheme entails a three-storey block between a three-storey block of flats to the west and a semi-detached pair of two-storey dwellings to the east, with a two-storey block within the site to the south and a large commercial block across Albert Street to the north.

10.3 The footprint of the replacement building changes the setting but the degree of separation at the points closest to 4/6 Albert Street remains much the same. As the proposals would be a storey higher and the internal arrangement would be new, consideration must be made of the impact on the neighbouring occupiers' amenities, in terms of any potential harm from overshadowing, overlooking and loss of privacy, as well as daylighting and sunlighting impacts.

10.4 The adjacent residential block on the site immediately to the west has only two window openings at first floor level on the flank wall facing the

proposals. These appear to serve non-habitable rooms, probably the stair-well. At ground floor level there is an opening in the flank wall, which serves the vehicular access to the parking at the rear and the secondary stair access/exit. The proposed scheme would introduce some flank wall window openings serving bathrooms and replicate the arrangement at ground floor level with its own undercroft vehicular access. As such, it is considered there would be no impact on the amenities of occupiers at this neighbouring property.

- 10.5 The property at Protem to the east has a wide, double height window opening facing the application site. This appears to serve a habitable room. However, there is much vegetation within the occupiers' own garden that obscures light to this window. That part of this building that forms Diana Lodge lies closer to the boundary but does not face the application site. The proposed scheme would introduce a single flank wall window opening serving a bathroom at ground floor level. The height of the proposed block would be two-storeys with a cat-slide roof rising away from the eaves. Given the siting of the respective proposed and existing buildings, as well as, the respective ground levels and the distance between these properties, it is considered that the proposed relationship would be satisfactory and lead to no harm to the amenities of the occupiers at Protem or Diana Lodge.
- 10.6 The residential block at 4/6 Albert Street, within the application site, has windows facing the block to be replaced by these proposals; so, there are already extensive window openings facing each other. The proposed scheme would have window openings serving habitable rooms facing this retained block. Given the orientation and the distance at the closest – over 15 metres - between the proposed and the existing block within the site, it is considered that there would be no loss of amenities for the respective occupiers.
- 10.7 The commercial block across Albert Street lies some 25 metres away and as such does not represent a concern for the amenity of the future occupiers of the proposed scheme.
- 10.8 In conclusion, it is considered that there would be no adverse harm for neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2019.
- 11.0 **Mix of housing**

11.1 The National Planning Policy Framework seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective C and Core Policy 4.

11.2 The existing property is used as bed-sits. The proposals would provide solely one-bedroom flats. However, given the location of the site – immediately adjoining the Town Centre - and that this scheme represents the replacement of bed-sits with self-contained one-bedroom flats, it is considered that this form of accommodation, rather than a family orientated mix, would be appropriate and thus acceptable.

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

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 Polies EN1 and EN2.

12.2 All of the units would meet the Council's internal space standards, as set out in the Technical Housing Standards 2015.

12.3 Each flat has its habitable room windows either facing north or south – whilst there are some bathroom window openings on the western flank, these would be obscured accordingly. In terms of the levels of daylight, aspect, and outlook, it is considered that each unit would have satisfactory levels of amenity for future occupiers.

12.4 The proposed building would have its sole entrance on the southern side. The block would be provided with a lift. It is recommended that the entrance provides level access at the threshold of the block. Accordingly, a condition is set out below.

12.5 As the site lies close to Herschel Park, the lack of private amenity space for these one-bedroom units is not considered a reason for refusal. However, this set of proposals would justify a s.106 contribution to the enhancement of the local facilities in accordance with the Council's Developer Guide, as set out below.

12.6 Based on the above, on balance, the living conditions for future occupiers in this case is considered satisfactory and thus to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H11 of the Adopted Local Plan.

13.0 **Crime Prevention**

- 13.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed; so, as to reduce the potential for criminal activity and anti-social behaviour.
- 13.2 The communal access would have a good level of natural surveillance within the site. A condition requiring details of the measures to be incorporated to reduce and prevent criminal activity is set out below.

14.0 **Highways and Parking**

- 14.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians and where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. 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'*.
- 14.2 It is noted that the site lies immediately adjoining the Town Centre and benefits from a high level of accessibility to a range of public transport and all the facilities for retail, entertainment, employment, education and health. The site is therefore considered to be sustainable.
- 14.3 The existing vehicular access – from Upton Park - serves a communal parking area used by the occupiers of both the existing building and those at 4/6 Albert Street. This arrangement would persist and is acceptable to the Highway Authority.
- 14.4 The proposed scheme would provide 11 parking spaces with EV charging points for the new building and ensure the retention of the car parking spaces currently serving 4/6 Albert Street. The specification of EV charging points has been agreed with the Slough Environmental Quality Team, as set out in a condition below.
- 14.5 The Highway Authority is satisfied by the proposed arrangement,

quantum and layout of the parking in terms of circulation and manoeuvrability and as the site lies immediately adjacent to the Town Centre, they consider that the provision would be satisfactory for this specific mix of accommodation.

- 14.6 Cycle storage facilities have been provided and in terms of position and quantum the Highway Authority is satisfied, subject to the specific details of the provision, which will be covered under a condition below.
- 14.7 The proposals include an enclosed bin and recycling facility. It is noted that, given the status of Upton Park as a private road, arrangements have to be made by existing residents for bin collection. That would persist with this new building. The Highway Authority has provided a condition to cover this matter, which is set out below.
- 14.8 Based on the above, and subject to the conditions set out below, it is considered that the proposals would not lead to severe harm to highways users and thus are considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

15.0 **Flooding & Drainage**

- 15.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 15.2 According to the EA flood maps, the site is located in Flood Zone 1. It is at low risk of tidal, fluvial, groundwater flooding, surface water flooding and flooding from artificial sources. As the site is located in Flood Zone 1, the proposals do not require a Flood Risk Assessment.
- 15.3 Changes in government legislation from April 2015, require major developments to provide measures that will form a Sustainable Drainage System. Sustainable Drainage Systems (SuDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot lead to an increase from that existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface

water run-off.

- 15.4 Submission documentation setting out the applicant's drainage strategy has been forwarded to the Council's consultants, Hampshire CC, who acts as the Local Lead Flood Authority. A condition is set out below to ensure the scheme meets with appropriate standards.

16.0 **Trees & Landscaping**

- 16.1 The scheme entails a new residential block set in hard and soft landscaping, which would provide limited communal areas. There would be some scope for soft landscaping and some trees could be provided, subject to careful consideration of the specific spacing and choice of species. Overall, it is considered that the scheme would enhance the visual amenity of the area.

- 16.2 Details of planting and boundary treatments, as well as, the measures to protect the health of the existing trees adjacent to the site, shall be subject to further consideration pursuant to conditions, as set out below.

17.0 **Heritage Issues**

- 17.1 As reported above, whilst there are heritage assets nearby and a conservation area nearby, it is recognised by Breams that this site and these proposals would not have any impact on these. The proposed development is assessed as resulting in no harm to the setting or significance of the nearby heritage assets in accordance with the NPPF.

18.0 **Land Contamination**

- 18.1 Further to the review of previous comments, as recorded above at 6.8, the issue is not of particular concern in respect of the redevelopment of this site. Therefore, no further investigation is required and a suitable "watching brief" condition is set out below.

19.0 **Air Quality**

- 19.1 The application site is not situated within an Air Quality Management Area (AQMA). Therefore, there will not be an unacceptable exposure

to air pollution for future occupiers of the development or the users of the surrounding facilities. In the interest of not worsening air quality problems in other parts of the town it will be important, if the proposal is approved, to minimise emissions from travel demand through encouraging non-car modes of travel, which would be enhanced by the scheme's compliance with the Council's requirements for cycle storage facilities and infrastructure for Electric Vehicles.

- 19.2 Electric charging points have been sought in accordance with the Local Environmental Strategy, which seeks to mitigate air quality concerns from additional traffic and parking, it must be noted that the developer shall be required to include two charging points. The Low Emission Strategy does not form part of the Local Development Plan, the presumption in favour of sustainable development within the National Planning Policy Framework applies. Here it is considered that the any potential harm from the proposals would not result in any harmful impacts that would significantly and demonstrably outweigh the benefits of the scheme, when assessed against the Policies in National Planning Policy Framework taken as a whole.

20.0 **s.106 Contributions**

- 20.1 The proposals entail the introduction of 11 new dwellings. As such, the scheme does not trigger either affordable housing or an educational contribution under the Council's policies.

- 20.2 As set out above a contribution towards the enhancement of local public space would be required under the terms of the Council's Developer Guide. This amounts to £3300 – based on the figure of £300 per unit.

21.0 **Conclusion relating to Planning Balance**

- 21.1 In the application of the appropriate balance, it is considered that there are benefits from the formation of eleven residential units in a sustainable location; so it is suggested that planning permission should be granted in this case. The benefits of supplying eleven 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.

22.0 **Equalities Considerations**

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

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

22.2 The proposal would be required to meet with Part M of the Building Regulations in relation to space standards and occupation by those needing wheelchair access. Furthermore, a condition is set out to ensure level thresholds at the entrance to each block.

22.3 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 e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures under other legislation covering environmental health should be exercised as and when required.

22.4 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.

23.0 **PART C: RECOMMENDATION**

23.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager:

- 1) For approval subject to: the satisfactory completion of a s106

agreement to ensure a financial contribution of £3300 towards local public open space enhancements, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31st January 2022, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee

24.0 **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) Drawing No. JS/10/21a; Dated 26/02/2021; Recd On 13/07/2021
- (b) Drawing No. JS/10/21b; Dated 26/02/2021; Recd On 13/07/2021
- (c) Drawing No. JS/10/21c; Dated 26/02/2021; Recd On 13/07/2021
- (d) Drawing No. JS/10/21d; Dated 26/02/2021; Recd On 13/07/2021
- (e) Drawing No. JS/10/22a; Dated 26/02/2021; Recd On 13/07/2021
- (f) Traffic Note by ADL Traffic & Highways Engineering Ltd. Ref: 5148/AP/09A; Dated June 2021; Recd On 09/06/2021
- (g) Sustainable Drainage Assessment by GeoSmart ref: 74592R1; Dated 2021-03-23; Recd On 24/06/2021

REASON To ensure that the site is developed in accordance with the submitted application 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

Prior to the commencement of the development hereby approved, measures to protect the trees on adjacent sites where canopies overhang the site 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 take place until a detailed surface water drainage strategy has been submitted to and approved by the Local Planning Authority, containing the following elements:

- Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the whole of the site; within different geologies and to a similar depth to the proposed infiltration devices. Tests must be completed according to the BRE 365 method or another recognised method including British Standard BS 5930:2015.
- If not using infiltration for drainage – Existing and proposed run-off rate calculations completed according to a suitable method such as IH124 or FEH. Information is available from UK Sustainable Drainage: Guidance and Tools. Calculations must show that proposed run-off rates do not exceed the existing run-off rates. This must be shown for a one in one year event plus climate change and a one in one hundred year plus climate change.
- If not using infiltration for drainage – Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonable practical, run-off volume should not exceed the greenfield run-off volume for the same event. This must be shown for a one in one hundred year, 6 hour rainfall event.
- Maintenance regimes of the entire surface water drainage system including SuDs features, including a plan illustrating organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger phased sites, evidence needs to be seen of measures taken to protect and ensure continued operation of drainage features during construction.
- Evidence that enough storage/attenuation has been provided without increasing the run-off rate or volume. This must be shown for a one in one hundred year plus climate change event.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence of exceedance flows and run-off in excess of design criteria have been considered – calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.
- Evidence of Urban creep has been considered in the calculation and that a 10% increase in impermeable area has been used in the calculations to account for this.

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. Contamination Watching Brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

8. Landscaping

Construction of the building 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.

9. Boundary Treatment

Construction of the building 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).

10. Bins & Recycling facilities

Construction of the building 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.

11. 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.

12. 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.

13. Layout

The scheme for parking, manoeuvring and the loading and unloading of vehicles shown 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, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

14. Car Parking Provision

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

basis.

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

15. EV Charging facilities

Prior to the first occupation of each unit, the residential car parking provision for the unit shall be provided, to include a 1 electric vehicle charge point per dwelling – and a total of 11 electric vehicle charging points. The residential electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure vehicle parking is provided and encourage up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework.

16. Refuse collection/servicing management 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 together with the arrangements for servicing and deliveries 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 management 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).

17. Cycles 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.

18. 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.

19. 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.

20. 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).

21. 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 (side) 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.

22. 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 2019.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-

application discussions. 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 would preserve and/or enhance the character and appearance of a conservation area; so it is in accordance with the National Planning Policy Framework.

2. 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 licence must be sought from the Highway Authority.

3. 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. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. 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>.

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.

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.

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.