

| | | | |
|--------------------|---|-------------------|----------------------|
| Registration Date: | 18-October-2021 | Application No: | P/12934/018 |
| Officer: | Michael Scott | Ward: | Colnbrook-and-Poyle, |
| Applicant: | Talwinder Hayre, DKH Investment (Colnbrook) Ltd | Application Type: | OUTLINE |
| | | 13 Week Date: | 15-April-2022 |
| Agent: | Bharya DBC Ltd., 76 Poplar Avenue, Edgbaston, Birmingham, B17 8ES | | |
| Location: | Land rear of Theale, Old Bath Road, Colnbrook, Slough, SL3 0NS | | |
| Proposal: | Outline planning permission with some matters reserved for the redevelopment of the site to provide 24 No. flats contained within 2 separate apartment blocks. Block C will contain 4 storeys and Block D will contain 5 storeys together with access parking and hard landscaping. | | |

Recommendation: Delegate to the Planning Manager



P/12934/018

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:

1) For approval subject to: The satisfactory completion of a s106 agreement, finalising conditions and pre-commencement conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31st October 2022, unless otherwise agreed by the Planning Manager.

1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 Proposal

2.1 This is an outline planning application with only landscaping reserved for future determination:

- Construction of two blocks of flats – Block C to be 4-storeys and Block D to be 5-storeys.
- Comprising the provision of 24 self-contained residential units.
- The mix entails 12no. 1-bedroom and 12no. 2-bedroom flats
- Car parking in a mix of ground level open and undercroft areas providing 42 spaces for the proposed residential units – seven are to be provided with electric charging facilities – six are to be designated for disabled access standards.
- The provision of cycle parking facilities for future residents and visitors.
- Secure bin and recycling storage facilities.
- Vehicular access to the site from Old Bath Road through the approved scheme to the north.
- A 8-metre wide wildlife strip alongside the Poyle Channel in conjunction with the continuation of the public right of way linking that already approved to the north to link Old Bath Road with the pedestrian bridge over the Poyle Channel to the south.

3.0 **Application Site**

- 3.1 The site comprises a portion of currently undeveloped ground to the rear of two blocks of flats approved under various approvals (culminating in the latest amendments set out in P/12943/013). Those blocks of flats occupy the site of a former bungalow called "Theale". Additional land formerly part of the redundant West Drayton to Staines railway line was added to the site and enables both vehicular access to the flats and a public right of way under s.106 for a footpath from Bath Road to Poyle New Cottages to the south.
- 3.2 The site is located between the predominantly industrial part of Colnbrook to the east and north, and some residential parts of Colnbrook straddling the Old Bath Road to the west and north-west.
- 3.3 Immediately to the east of the site is the site of the recycling operation Rosary Farm, part of which is located within the Green Belt. The access and parking to this site is provided from the east and away from the application site.
- 3.4 On the west side of the former railway line are the two storey flats in Meadowbrook Close.
- 3.5 Directly to the north of the application site lies the southern of the two flatted blocks with the other block beyond and on the opposite side of the Old Bath Road is the small industrial estate in Galleymead Road.
- 3.6 To the north west of the site is the southern terminus of the live railway line, which is used for the Heathrow fuel freight service. Adjoining to the west of the railway is a mix of three storey and two storey residential units. The nearest three storey block has retail units on the ground floor.
- 3.7 At the southern end of the site is the Poyle Channel.
- 3.8 Some trees remain within the site at its southern end adjacent to Rosary Farm.

4.0 **Relevant Site History**

- 4.1 Relevant site history relating to this site is as follows:

P/12934/013 - Redevelopment of site to provide 27no. flats contained within one 5 storey and one 4 storey block together with access parking and landscaping. (Retrospective) – APPROVED 10/12/2020.

P/12934/009 - Redevelopment of site to provide 22no. flats contained within one 5-storey and one 4-storey blocks together with access,

parking and landscaping – APPROVED 08/03/16.

P/12934/007 - Application for the extension of time to implement extant planning permission P/12934/004 for erection of a three-storey frontage block containing 6 no. one-bedroom flats and 2no four-storey rear terraced blocks each containing 3 no. three-bedroom houses; together with access and parking for 18 no. cars – APPROVED 15/09/11.

P/12934/004 - Erection of a three-storey frontage block containing 6no. x one bedroom flats and 2no.four-storey rear terraced blocks each containing 3no. three-bedroom houses; together with access and parking for 18no. cars – APPROVED 31/07/08.

P/12934/002 - Demolition of existing bungalow and other buildings and redevelopment to provide 22no. flats in two blocks three and four storeys high to accommodate 17no. one-bedroom flats and 5no. two-bedroom flats together with access and parking for 33 cars – APPROVED 07/06/06.

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) site notices were displayed at five lampposts in the local area – on Old Bath Road and around Meadowbrook on 27/10/2021. The revised application was advertised as a major application in the 11/03/2022 edition of The Slough Express.

5.2 The public consultation period expired on 1st April 2022. No comments from members of the public have been received.

6.0 **Consultations**

6.1 **Highway Authority:**

Introduction

This is the final consultation response regarding highways and transport comments for application P/12934/018 at Land to Rear of Theale, Old Bath Road, Colnbrook, Slough.

Further information and amendments relating to Highways and Transport matters were previously requested on 19th November 2022, 13th January 2022 and 8th February 2022. A Transport Technical Note including transport information has been provided in support of the application by Sanderson Associates.

Application Description

An outline planning application has been submitted for the development of 24 flats in 2 blocks, with access and parking on Land to the Rear of Theale, Old Bath Road, Colnbrook, Slough. The proposed development would include 12x 2-bedroom apartments and 14x 1-bedroom apartments. The proposed Site Plan is displayed on Drawing No. BDBC/21/111-02E, titled '*Proposed Site Plans*', dated October 2021.

Vehicle Access

The proposed vehicular access to the site was previously consented as part of a previously permitted planning application for 22 dwellings in 2016 (Planning Ref: P/12934/013). SBC Highways and Transport have no objection to the previously consented access being used to serve an additional 24 dwellings.

Pedestrian Access

At the request of SBC Highways and Transport, the applicant has displayed a kerbed footway measuring 1.1m – 1.5m wide along the western side of the proposed access road, as shown on Drawing No. BDBC/21/111-02E, titled '*Proposed Site Plans*', dated October 2021.

At the request of SBC Highways and Transport, the applicant has displayed a 1.5m wide pedestrian connection to the footbridge over the Poyle Channel to the south of the site, which will maintain pedestrian access for Poyle New Cottages which currently benefit from a private footpath through the site which runs adjacent to the old railway line.

Access by Sustainable Travel Modes

The site is in on the edge of Slough Borough, in a location where there are very few facilities within walking and cycling distance of the proposed development. Key facilities include Colnbrook Food and Wine 120 metres (2 minutes' walk) from the development and Pippins Primary School which is 350 metres from the development (4 minutes' walk).

The Galleymead Road Bus Stop is 120m from the centre of the site. The Number 81 Bus Service provides a service every 12 minutes between Slough Town Centre and Hounslow.

The nearest Railway Station is Heathrow Terminal 5 which is 1600m from the site. Heathrow Terminal 5 provides 4 services per hour to London Paddington only, with a journey time of 20 minutes. Wraysbury is the next nearest railway station which is 4000m from the proposed development.

Trip Generation

At the request of SBC, the trip generation forecast was recompleted on the basis of TRICS survey sites within locations closely comparable to the proposed development site. The Trip Generation Technical note forecasts 9 two-way vehicle movements during the AM and PM Peak Hour, which equals 1 vehicle movement every 6.5 minutes during the peaks.

The Technical Note forecasts that between 0700 – 1900 the proposed development will generate 4 trips by cycling, 28 bus trips, 34 pedestrian trips a day and 96 vehicle trip.

SBC Highways and Transport accept the revised trip generation forecast for the proposed development and have no objection to the proposed development due to the number of vehicle trips generated by the proposed development, which will disperse in different directions across the road network and have a negligible impact on flow of traffic.

Zebra Crossing Contribution

The applicant has agreed to pay £50,000 for the provision of a Zebra crossing on Bath Road in place of an existing refuge island to the west of Ingleside. This is necessary to serve the needs of future residents who will need to cross Bath Road to reach Pippins Primary School, Colnbrook Food and Wine and the eastbound Bus Stop at Galleymead Road. This will ensure safe crossing provision for the forecast 34 pedestrian trips per day and access to the bus stop for the 28 daily bus trips.

The Zebra crossing is displayed on a drawing produced by SBC Subcontractors, ITS, on Drawing No. SL_ZBC-A4_C001-Rev-A, dated 03/02/2021, titled '*Bath Road – A4 – Zebra Crossing Proposal General Arrangement Crossing Detail*'.

Car Parking

SBC Highways and Transport have no objection to the proposed parking provision on site. At the request of SBC, the applicant has proposed 42 car parking spaces, providing 1.61 car spaces per dwelling. 26 were previously proposed by the applicant.

The adopted SBC parking standards require the 45 parking spaces with minimum dimensions of 2.4m x 4.8m. There is a minor shortfall of 3 parking spaces against the adopted parking standards, which SBC Highways and Transport are willing to accept.

The roads surrounding the proposed development have uncontrolled, on-street parking (Including Poyle New Cottages, Meadowbrook Close, Ingleside, Sherborne Close and Rodney Way). Therefore 42 parking

spaces were secured to ensure no parking overspill onto these roads from the proposed development.

Cycle Parking

At the request of SBC Highways and Transport, 32 secure and covered cycle parking spaces are now shown on the proposed site plan, providing enough cycle parking for residents and visitors to the site. The SBC Developers Guide requires the provision of 1 secure, covered cycle parking space per dwelling.

SBC are satisfied with the proposed cycle parking.

Electric Vehicle Parking

The applicant has amended the site plans to provide seven parking spaces fitted with Electric Vehicle Charging Points (EVCP) to support the uptake of electric vehicles in the borough.

This provides electric charging for 16% of parking spaces, which exceeds the requirement of the Slough Low Emissions Strategy (2018 – 2025) for 10% of spaces to be fitted with EVCP where a communal parking layout is provided.

SBC Highways and Transport consider the level of electric charging provision acceptable.

Site Layout

The applicant has provided swept path analysis which demonstrates that a large car measuring 5.1m in length can manoeuvre and can access the end parking spaces within the proposed parking layout. The swept path analysis is provided on Drawing No. 300694-003, dated February 2022, titled '*Large Car Swept Paths*'.

Deliveries, Servicing and Refuse Collection

The applicant has provided swept path analysis which demonstrates that there is suitable space within the site for a 7.5t Luton Box Van measuring 8.0m long and 2.1m wide can turn within the site and can enter and exit the site in a forward gear. The swept paths are shown on Drawing No. 300694-002, dated February 2022 and titled '*7.5t Box Van Swept Paths*'.

Therefore delivery vehicles or removals vans can enter the site and will not need to be stationed on the Bath Road to the detriment of public and highway safety and the freeflow of traffic.

SBC Highways and Transport have no objection based on the provision for deliveries and servicing at the proposed development.

Summary and Conclusions

I can confirm that I have no objection to the proposed development and would not recommend refusal of the application on highways and transport matters.

I would recommend that approval of the development is subject to the conditions and informatives listed below, should permission be granted.

[Highways set out conditions covering Gates, Layout, EV Parking, Cycle Parking and Construction Management Plan. These are included below at 21.0.]

6.2 Thames Water:

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

6.3 SBC Environmental Officer

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

6.4 Heathrow Airport Safeguarding/BAA

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any Outline planning permission granted is subject to the conditions detailed below:

[Their recommended conditions covering Height Limitation, Construction Management Strategy, Landscaping, Control of Lighting, and Renewable Energy are included below at 21.0.]

6.5 NATS Safeguarding

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they

be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

6.6 Contaminated Land Officer

Recommended the conditions set out below at 21.0

6.7 Tree Officer

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

6.8 Lead Local Flood Authority

Specified the requirements for details pursuant to the condition set out at 21.0.

6.9 Environment Agency

My first assessment is that there is no FRA submitted. The applicant says the site is flood zone 1 and the majority of it is. However, the development extends right down to the bank of the river where there is an element of flood risk. We would therefore need a flood risk assessment.

Also, it's likely that we'll be wanting more detailed plans showing the proposed distance from built development and the riverbank. It looks very close from the submitted plans but no measurements are included. Also, I would expect to see ecological surveys of the site given its proximity to the main river.

[NOTE: The proposals were revised to include an 8-metre wide development free strip alongside the Poyle Channel. The site does lie wholly in Flood Zone 1 where no FRA is required.]

6.10 Berkshire Archaeology:

I was noted under P/12934/009 and P/12934/013:

At the original site, as evidenced by the Archaeological Evaluation report you included in your consultation, and held by the Berkshire Archaeology Historic Environment Record, Berkshire Archaeology

previously had concerns which were settled through a scheme of archaeological mitigation and resulted in a recommendation that no further works should be required in relation to that development.

The adjacent extension area is a piece of land formerly occupied by the Staines and West Drayton railway line. Therefore the ground in this area is likely to have previously been heavily disturbed by construction of the railway line and subsequent removal of the line. Therefore, in line with previous recommendations for this part of the site, Berkshire Archaeology has no concerns.

Therefore I can confirm that, in line with previous recommendations, Berkshire Archaeology believes there should be no requirement to undertake a scheme of archaeological mitigation in relation to the current development proposals.

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 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 13: Protecting Green Belt land

Section 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 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 Polices)

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
T11 – Protection of the West Drayton to Staines Line

Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map

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 latest version of the National Planning Policy Framework (NPPF) was published on 20th July 2021.

The National Planning Policy Framework 2021 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 2021, 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 2021 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 2021 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 inc. Green Belt, Housing Mix and Archaeology (section 8.0)
- Impact on the character and appearance of the area inc. Landscape & Ecology (section 9.0)
- Impact on amenity of neighbouring occupiers (section 10.0)
- Living conditions for future occupiers of the development inc. Noise/Disturbance (section 11.0)
- Flooding & Drainage (section 12.0)
- Land contamination (section 13.0)
- Highways and parking (section 14.0)
- Infrastructure & Affordable Housing (section 15.0)
- Heathrow (section 16.0)
- Equalities (section 17.0)
- S.106 Contributions (section 18.0)
- Conclusion relating to Planning Balance (section 19.0)

8.0 **Principle of development inc. Green Belt, Housing Mix and Archaeology**

- 8.1 The National Planning Policy Framework 2021 encourages the effective and efficient use of land. The earlier approved schemes under SBC ref: P/12934/009 and P/12934/013, as each approved the use of the adjacent part of the site for flatted accommodation, are material considerations in the assessment of these latest proposals. It is noted that the overriding issues of the proposed development have been agreed in those planning permissions. Namely, those approvals confirmed, firstly, the case for flatted accommodation rather than family oriented dwellings in this specific location, and additionally, the approval of a form of development in relation to a range of issues including impact on the Green Belt, the risk of flooding, the trigger for off-site affordable housing, the impact on potential archaeological findings, aircraft noise and the likelihood of contamination upon the site. So, subject to the consideration of the specifics of this application, which seek a further two blocks, it is accepted that the current scheme accords with that material consideration in respect of the principle of the land use. As such, the proposals comply with the overall thrust of the NPPF.
- 8.2 Whilst the principle of flatted residential development in this case is not unacceptable, there is a wider test to ensure that any fresh scheme conforms to the pattern of development locally – that is as set out in Policy H13.
- 8.3 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.

- 8.4 Paragraph 8 of the NPPF sets out that achieving sustainable development means that the planning system has three over-arching 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.
- 8.5 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
- 8.6 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.
- 8.7 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.
- 8.8 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.
- 8.9 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, which are dealt with in section 9.0.

Green Belt

- 8.10 The land at Rosary Farm is within the designated area of Green Belt. The scheme adjoins that site but, given the continued use of that site, it is considered that the openness of the Green Belt would not be harmed by the proposals.

Housing Mix

- 8.11 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.
- 8.12 The proposals would provide a mix of one, two and three-bedroom flats, as follows:

1 bed/2persons = 12

2bed/3persons = 12

Given the location of the site and its particular site circumstances, it is considered that the mix would be appropriate and thus acceptable

Archaeology

- 8.13 It has previously been stated that the land at Theale does not have an interest to Berkshire Archaeology and it is therefore considered that the latest proposals, which include and lie alongside the former railway, are of no interest.

9.0 **Impact on the character and appearance of the area inc. Landscape & Ecology**

- 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.
- 9.2 These current proposals are akin to the existing blocks to the north in most respects and, in particular, to the as built design, character and appearance. The proposed materials reflect those used there and the external style of the elevations are of the same style.
- 9.3 The overall bulk and massing of each of these two proposed blocks would reflect those already to the north. The proposals entail the undercroft parking with the 4 floors of accommodation above in the southern of the two new blocks (Block D) and three floors above in the northern of the pair (Block C).
- 9.4 As per the layout of the existing blocks, these two new blocks would lie to the east of the site to allow the existing access road and public right of way to run over the line of the services and underground pipelines and ensure the alignment of the former railway line remains undeveloped..
- 9.5 As such, the proposals are considered to be in keeping with the evolving visual amenity of the overall site and its place in the wider street scene.
- 9.6 The site lies alongside the Poyle Channel. There is a presumption of enhancement for ecological purposes within an eight-metre strip at the riverside. The need to ensure any ecological value is safeguarded and any potential harm mitigated by the close proximity of the proposals is set out in a condition at 21.0.
- 9.7 On the remainder of the site outside of the area referred to above, landscaping shall be provided to ensure a suitable amenity for the

future residents of the site and to enhance the visual amenities of the area. This would continue the works to enable the public right of way to traverse the site. The proposals will be dealt with further to a condition in 21.0.

- 9.8 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore would comply with Policies EN1 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 2021.

10.0 **Impact on amenity of neighbouring occupiers**

- 10.1 The National Planning Policy Framework 2021 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 In respect of proposals at Block C, there would be in excess of some 20 metres between this block and the existing Block B to the north. Therefore, it is considered that there would be no adverse impact on either set of occupiers.

- 10.3 The distance to the adjacent residential properties in Meadowbrook Close would remain significant and more than 20 metres. As such, the latest scheme would not have an adverse impact on those occupiers' amenities in terms of daylighting, sunlighting, overshadowing or overlooking. The recommended conditions regarding obscured glazed, restrictions on further window openings and screens on balconies, as set out below would ensure no adverse harm to those occupiers' amenities.

- 10.4 There are no concerns to be raised in terms of the impacts on neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy, Policies EN1 and EN2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2021.

11.0 **Living conditions for future occupiers of the development inc. Noise/Disturbance**

- 11.1 The National Planning Policy Framework 2021 states that planning should create places with a high standard of amenity for existing and future users.

- 11.2 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.”

- 11.3 All of the units would meet the Council’s internal space standards, as set out in the Technical Housing Standards – nationally described space standard 2015.
- 11.4 The proposed dwellings would be provided with windows that achieve a suitable degree of daylight, aspect, and outlook.
- 11.5 The relationship to the activities at Rosary Farm would be mitigated by appropriate levels of sound and noise insulation. A scheme for the specification of the openings and internal levels is required by condition as set out below at 21.0.
- 11.6 Based on the above, the living conditions and amenity space for future occupiers is considered 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.

12.0 **Flooding & Drainage**

- 12.1 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.
- 12.2 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.
- 12.3 At the time of the previously approved scheme under P/12934/009, it was noted that:

“There are no records of the site having flooded. The EAs hydraulic model of the Poyle Channel provides the most relevant flood levels and shows that most of the site lies above the 100yr and 100yr +CC flood level. The 1000 year flood level is not provided. Old Bath Road is higher than these flood levels and will remain dry during an extreme flood event.

· NPPF emphasise the need to consider other potential sources of flooding when planning a development. As the ground floor of the properties will be raised above the local ground levels this risk from storm water, highways, sewers, tidal and groundwater flooding is considered to be low. There are two reservoirs in the area whose failure would have a drastic impact but the risk of flooding is considered to be low and the SFRA indicates that development should not

necessarily be prevented.

- A raised ground floor slab will ensure that the risk to life and damage to property in the event of a flood is minimised. The EA recommend a finished floor level of 300mm above the 100 year +CC flood level of 21.608m OD and the floor level will be raised to this level.

- There will be a safe dry escape route from the site to the north onto Old Bath Road and over the M25 to the A3044. From here a dry route exists in all directions to areas outside of the flood plain where services and facilities exist. The site drainage scheme will be designed to ensure that excess surface water will not restrict access or escape.

- There will therefore be no loss of flood plain storage, no additional displaced water and no change in the flooding potential for adjacent sites. There is no requirement to consider flood resistance or resilience measures.

- There will therefore be no loss of flood plain storage, no additional displaced water and no change in the flooding potential for adjacent sites. There is no requirement to consider flood resistance or resilience measures.

- NPPF and the Environment Agency require that the rate of surface water runoff from a developed site does not exceed the existing rate. The 100 year 30 minute storm on the existing site will provide a peak flow of 34.3 l/s and storm volume of 62m³ which compares to the developed site without SUDS peak flow of 35.9 l/s and a volume of 65m³. This 5% increase in peak flows and volumes above the existing rate is due to the 30% increase in rainfall from climate change which is offset by the creation of permeable garden and landscaped areas on the existing impermeable site.

- A review of SUDS options suggests that infiltration methods will not offer a practical solution due to the high groundwater table and impermeable strata or made ground in the 2m below the site. A green roof will reduce runoff to below the existing rate but rainwater harvesting is not considered practical for runoff control. The alternative would be to provide storage and attenuation facilities based on either one storm cell or a permeable sub base to the car parking areas. Either system would include a connection and overflow to the local drainage network and to Poyle Channel with a flow control to restrict off site flows to the existing rate.

- The existing site does not have a formal drainage system and it is assumed that rainfall currently runs off the impermeable site to adjacent land, eventually draining to the Poyle Channel. As part of the development proposals a formal drainage system will be installed and this will lead to better runoff control. The outline drainage strategy considers that one method for the buildings and a separate drainage strategy for ground level impermeable surfaces such as roads and pavements. This will involve a 300m² green roof on the buildings, and the car parking areas and access roads will drain to a permeable sub base or storm cells prior to off site disposal at no more than the existing rate. Garden and landscaped areas will drain naturally.

- The flow routes under normal conditions and in the event of a system failure or the storage facility being full, would be considered as part of

these detailed designs. However as the ground floor slab, and all access and services entrances will be raised above the local ground level then flooding of the properties will not occur in the event of local drainage system failure, whether by extreme rainfall or a lack of maintenance.

· Under NPPF the proposed residential accommodation is classed as a “more vulnerable” use which is appropriate in Zone 1 and the Exception Test is not required. As this site is in Flood Zone 1 there will be no reasonably available alternative site in the LPA area at a lesser flood risk and hence compliance with the Sequential Test can be demonstrated.

- 12.4 The proposed drainage scheme would be required to satisfy the Local Lead Flood Authority’s advice under the terms of the condition set out below at 21.0.

13.0 **Contamination**

- 13.1 The site has been used during the construction of the blocks to the north as a works compound. The Council’s Scientific Officer has recommended standard conditions for the investigation and mitigation of any contamination identified by the surveys.

14.0 **Transport, 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 The current proposals would be accessed by a continuation of the road built to serve the two existing blocks to the north; so, access and egress would be from/to Old Bath Road.
- 14.3 The Highway Authority has indicated that the entire access road be built to an adoptable standard.
- 14.4 The application proposes 42no. parking spaces at surface level, of which six would be designated wider bays for wheelchair access. The

parking is located throughout the site to provide convenient ease of access for the future occupiers. In accordance with the Council's requirements, seven spaces would be have to be installed with EV charging facilities.

- 14.5 Cycle parking is to be provided in accordance with the Council's standards. Secure storage facilities would be located in banks of "cages" in close proximity to the entrances of the two residential buildings to which they relate, in order to serve accommodation on the upper floors and for visitors.
- 14.6 A bin/recycling storage facility would be provided to serve each block at a point where use and collection can be optimised.
- 14.7 Given the location and accessibility of the site, the Highway Authority are satisfied with the proposals in terms of the quantum of car parking and cycle storage facilities, the circulation and manoeuvrability within the site, and the likely traffic generation.
- 14.8 Based on the above, and the conditions set out below, the proposal is 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 **Infrastructure and Affordable Housing**

15.1 *Infrastructure:*

Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

15.2 *Education:*

As the proposal is between 15 and 100 units, in accordance with Core Policy 10 and Part 2 of the Developer's Guide, the Education Authority would seek education contributions. In accordance the tariffs set out in the Developer's Guide, each one bed flat attracts £903 and each two bed flat attracts £4,828. Based on the proposed mix, the proposal would attract a financial contribution of £68,772.

15.3 *Affordable Housing:*

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.

15.4 The proposed scheme comprises 24 units and fall within the range of “*between 15 and 24*” units; whereby an off-site financial contribution was sought in accordance with the schedule of rates set out in the updated Developer Guide Part 2, (September 2017).

15.5 Given the mix of units proposed, i.e. 50% one-bed and 50% two-bed, the contribution would amount to £346,265.

16.0 **Heathrow Safeguarding**

16.1 As set out above at 6.4 and 6.6, there are no safeguarding objections to the proposed development, subject to the imposition of measures to minimise conflicts with aviation. Accordingly, conditions/informatives are set out below at 21.0 to ensure that appropriate measures are in place prior to and during future works and in perpetuity.

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 that would all be compliant with the Nationally Described Space Standards. Six of the 42 parking spaces would be sized for wheelchair accessibility. The communal doorways, internal corridors, lift; front doors into each flat all provide appropriate widths for wheelchair accessibility. Given the proposal is for 24 flats, these

provisions are considered appropriate and would comply with local and national planning policies.

- 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 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 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 relation to the car parking provisions, there are potential adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics, if the occupier/individual does not have access to a car parking space in the development. A justification for the level of car parking is provided in the transport section of this report to demonstrate compliance with the NPPF and transport planning policies in the Local Plan/Core Strategy.
- 17.5 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 **s.106 Requirements**

The applicant is required to enter into a Section 106 Agreement, the Heads of Terms for which are as follows:

- a. Payment of a financial contribution to fund off-site affordable housing provision in lieu of provision on-site. Timing of payment to be on completion of the Agreement given the circumstances outlined above.
- b. Payment of a financial contribution to fund education.
- c. A contribution of £50,000 to the provision of a zebra crossing facility on Old Bath Road

19.0 **Conclusion relating to Planning Balance**

- 19.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The Local Planning Authority cannot

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 2021 and refined in case law should be applied.

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

19.3 In coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing 24 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough. The Local Planning Authority considers therefore that any adverse impact 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 2021 taken as a whole

19.4 On balance, the application is recommended for approval, as it is considered that there are benefits from the formation of twenty-four residential units in a sustainable location; so, it is suggested that planning permission should be granted in this case. The benefits of supplying twenty-four 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.

20.0 **PART C: RECOMMENDATION**

20.1 Having considered the relevant policies and planning considerations set out above, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure the financial contributions and highways scheme set out in paragraph 18.0;
- 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 Section 106 Agreement is not finalised by 31st October 2022 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

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

1. Reserved Matters

Details of the landscaping of the site, road and footpath design, vehicular parking and turning provision, (hereinafter collectively referred to as 'the reserved matters') shall be approved in writing by the Local Planning Authority prior to the commencement of the development.

The detailed scheme shall cover both hard and soft landscaping, as well as, tree and shrub planting, including 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 bee-friendly shrubs, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 6 of this planning permission.

The details must comply with Advice Note 3, 'Wildlife Hazards' as set out under Informative 14 below and identify:

- *the species, number and spacing of trees and shrubs*
- *details of any water features*

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

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; to ensure that surface water discharge from the site is satisfactory and shall not prejudice the approved sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 – 2026; to avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site; and, to comply with the provisions of Article 4 of The Town and Country Planning (Development Management Procedure) (England) Order 2010.

2. Time (Outline)

Application for approval of all reserved matters referred to in condition 1 above shall be submitted in writing to the Local Planning Authority no later than the expiration of three years from the date of this permission.

The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the reserved matters approved:

- i) the expiration of 5 years from the date of this permission: or
- ii) the expiration of two years from the final approval of the reserved matters referred to in condition 1 above, or in the case of approval of different dates, the final approval of the last such matter to be approved.

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 92 (2) of the Town and Country Planning Act 1990.

3. 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. BDBC/21/111-01, Dated Oct. 2021, Recd On 18/10/2021
- (b) Drawing No. BDBC/21/111-02E, Dated Oct. 2021, Recd On 03/03/2022
- (c) Drawing No. BDBC/21/111-03E, Dated Oct. 2021, Recd On 03/03/2022
- (d) Drawing No. BDBC/21/111-04E, Dated Oct. 2021, Recd On 03/03/2022
- (e) Drawing No. BDBC/21/111-05A, Dated Oct. 2021, Recd On 09/02/2022
- (f) Technical Note regarding Traffic Generation by Sanderson Associates Project Number 300694, Dated 01.02.2022, Recd On 01/02/2022

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.

4. Details of elevations

No development shall commence above ground floor level until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows and doors (including frames and reveals); down pipes; edging details to flat roofs; any lift over-runs; balustrades and balconies; external guttering; canopies; any rooftop structures including

flues, satellite dishes, plant, lift overruns, cleaning cradles; have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

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 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021)

5. Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 39.5m AOD.

REASON Development exceeding this height would penetrate the Safeguarding Surfaces surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

6. Drainage

Prior to the commencement on site of the development hereby approved, full details of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the local planning authority. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS).

The surface water drainage strategy shall follow the drainage hierarchy for the outfall as per Building Regulations Part H requirement. The drainage scheme shall also provide the followings;

- a. Evidence that a suitable number of infiltration tests have been completed. These need to be across the whole 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.
- b. Maintenance regimes of the entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.

- c. Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus 40% climate change event.'

The approved scheme shall be implemented in accordance with the approved details which shall be fully installed before the development is occupied and be retained, managed, and maintained in accordance with the approved details at all times in the future.

Reason - To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of the adopted Core Strategy 2006 – 2026, and the requirements of the National Planning Policy Framework.

7. Phase 1 Desk Study and Preliminary Risk Assessment

Development works shall not commence until a Phase 1 Desk Study (DS) has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

8. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of

locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

9. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

10. Remediation Validation

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

and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

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

11. Noise Mitigation Measures

(a) Prior to commencement of the development, a revised noise assessment and accompanying survey, which complies with the requirements set out in the Informative below, shall be submitted to and approved in writing by the Local Planning Authority.

(b) A comprehensive sound insulation and ventilation scheme informed by the noise assessment and survey, demonstrating compliance with the minimum internal noise levels set out below, shall be submitted to and approved in writing by, the Local Planning Authority:

- Living area (daytime 07:00-23:00 hours) – 35dB LAeq,16hour
- Bedrooms (night time 23:00-07:00 hours) – 30dB LAeq,8hour, 45dB LAmax (not to be exceeded >10 times per night)

(c) Details of a scheme of mitigation arising from the noise survey and assessment, including full manufacturer details, shall be submitted to the Local Planning Authority for approval in writing prior to installation.

The development shall be carried out in full accordance with the approved details. The approved scheme of mitigation shall be installed prior to occupation and maintained in accordance with manufactures requirements at all times in the future.

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

12. Construction Management Strategy (CMS – Aviation)

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- *details of cranes and other tall construction equipment (including the details of obstacle lighting)*

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

13. Construction Management Plan (CMP – Highways)

Prior to the commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

1. A site set up plan displaying vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries and wheel cleaning facilities during the construction period.
2. Construction vehicles and to comply with Euro VI Emissions Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800.
4. Extent of construction hoardings / fencing and details of security arrangements on site.
5. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
6. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.

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 vehicular traffic and pedestrian highway users in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.

14. Bird Hazard Management Plan (BHMP)

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- *Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds.*

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

15. Renewable Energy Scheme (RES)

No development shall commence until full details of renewable energy schemes have been submitted to and approved in writing by the Local Planning Authority.

No subsequent alterations to the approved renewable energy scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

16. Ecological management of 8 metre strip at Poyle Channel riverside

Prior to the commencement of the development hereby approved a scheme for the provision and management of a 8 metre wide ecological buffer zone alongside Poyle Channel shall be submitted to, and approved in writing by, the local planning authority. Thereafter, the development shall be carried out with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority, in which case the development shall be carried out in accordance with the amended scheme. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping. The scheme shall include: (i) plans showing the extent and layout of the buffer zone; (ii) details of any proposed planting scheme (for example, native species); (iii) details demonstrating how the buffer zone will be protected during development and managed over the longer term including adequate financial provision and named body responsible for management plus

production of detailed management plan; and, (iv) details of any proposed footpaths, fencing, lighting, etc.

REASON: Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected in accordance with paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) and the Natural Environment and Rural Communities Act 2006 and Article 10 of the Habitats Directive.

17. Limited Hours of Construction Activities

During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

18. External Lighting

Prior to the commencement of the development hereby approved, which is close to an aerodrome and/or aircraft taking off from or landing at the aerodrome, full details of the lighting schemes required during construction and for the completed development shall be submitted to and approved in writing by the LPA. The scheme shall be implemented strictly in accordance with that approval and shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

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 and to avoid endangering the safe operation of aircraft 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 policies), and the requirements of the National Planning Policy Framework 2021.

19. Cycling Facilities

No part of the development shall commence until details showing the provision of a secure cycle store and an unobstructed footway link to accord with the Local Planning Authority's "Cycle Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall then be occupied until the cycle store and

footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

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

20. Car Parking Provision

Prior to first occupation the scheme for 42 car parking spaces and manoeuvring shall be laid out in accordance with the submitted plans as hereby approved and shall be retained for the parking of cars at all times to the full satisfaction of the local planning authority and that area shall not thereafter be used for any other purpose.

REASON: To ensure adequate car parking to serve the development in accordance with Policy T2 of the adopted local Plan for Slough 2004

21. Electric Vehicle Parking

Prior to the first occupation of each unit, the residential car parking provision for the unit shall be provided, to include a total of 7 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 2021.

22. Car Park Management Plan

No part of the development hereby permitted shall be occupied until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include measures:

- a) To ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
- b) To ensure spaces are not permanently linked to dwellings.
- c) Stating how four electric vehicle charging point spaces will be made available to residents with plug-in vehicles.

- d) How use of charging point spaces by non plug-in vehicles will be restricted.
- e) To set out the allocation of any visitor spaces.

No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter, the allocation and use of car parking spaces shall be in accordance with the approved scheme.

REASON to ensure the parking spaces are in optimum use 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 2021.

23. Balcony Screening

Prior to first occupation details of privacy screens to the eastern side of balconies and terraces shall be submitted to and approved in writing by the local planning authority. The development shall proceed in accordance with the details approved.

REASON: To protect privacy and amenity and to prevent the potential sterilisation of neighbouring land in accordance with the National Planning Policy Framework.

24. Obscured Glazing

Windows within the eastern elevations of the development shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved and such windows shall be only opening at a minimum height of 1.7 metres above the finished internal floor level.

REASON To prevent the overlooking of adjacent land and prevent its comprehensive redevelopment and maintain the privacy of amenity of any future residential occupiers.

25. Boundary Treatment

Prior to first occupation details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority.

Before the development hereby permitted is occupied, the approved scheme for boundary treatment shall be implemented and retained at all time on the future.

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

26. No further 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 in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

27. 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 2021.

28. No Impediment to Access

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

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

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 is in accordance with the National Planning Policy Framework.

2. An Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) has been entered into with regards to the application hereby approved.
3. During demolition and construction on site:-
 - (a) The best practical means available in accordance with British Standard Code of Practice B.S. 5228:1984 shall be employed at all times to minimise the emission of noise from the site.
 - (b) The operation of site equipment generating noise and other nuisance causing activities audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 to 1700 on Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays or Public Holidays.
 - (c) At all times vehicular access to properties adjoining and opposite the application site shall not be impeded.
 - (d) All vehicles, plant and machinery associated with the works shall at all times be stood and operated within the curtilage of the application site only and no parking of vehicles, plant or machinery shall take place on the adjoining highway.
 - (e) No waste or other material shall be burnt on the application site.
 - (f) A suitable and sufficient means of suppressing dust and fumes must be provided and maintained on the site and used so as to limit the detrimental effect of construction works on adjoining residential properties.
 - (g) No mud or other dirt shall be allowed to get onto the public highway where it could cause a danger to pedestrian and other road users.
4. The applicant will need to apply to the Council's Local Land Charges on 01753 477316 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
5. 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. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
6. 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.

7. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues'.
8. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
9. 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.
10. The applicant is advised that there is a water supply pipe within the site and which serves Poyle New Cottages to the south of the site and which needs to be protected both during and after construction with ease of access for future maintenance.
11. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.
12. Regarding condition 5 above – the developer is advised to see Advice Note 1 'An Overview' for further information (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-1-Aerodrome-Safeguarding-An-Overview-2016.pdf>).

13. Regarding condition 18 above – the developer should refer to Advice Note 2 ‘Lighting’ (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-2-Lighting-2016.pdf>)

For further information Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 ‘Lighting’.

14. Regarding condition 1 above – the developer must comply with Advice Note 3, ‘Wildlife Hazards’ available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>).
15. Regarding condition 12 above – the developer shall comply with Advice Note 4 ‘Cranes’ (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>).
16. 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.
17. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
18. The access road will be subject to Section 219/220 of the Highways Act 1980. It is recommended that the road is designed and built under a section 38 agreement of the said act for its ultimate adoption.
19. The access road will be declared as “Prospectively Maintainable Highway” under section 87 of the New Roads and Street Works Act 1991.