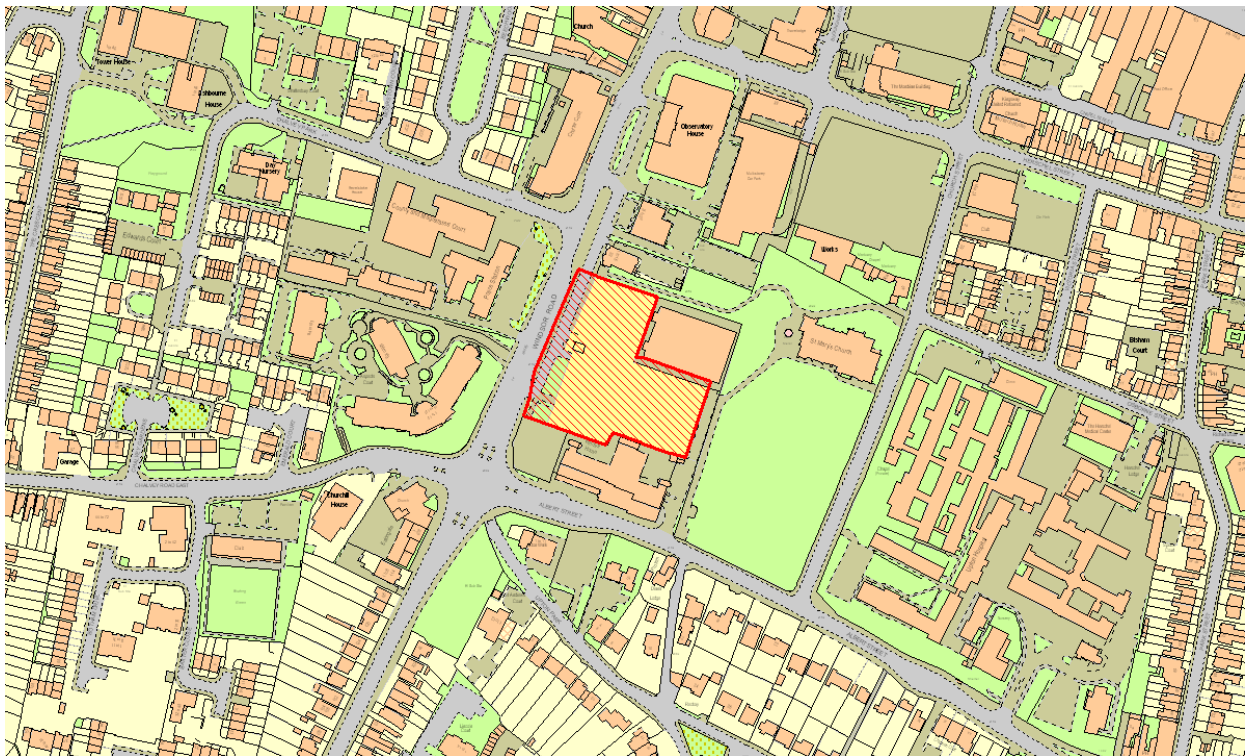


Registration Date:	19-Dec-2014	Applic. No:	P/00906/030
Officer:	Ian Hann	Ward:	Central
Applicant:	Slough Investments ii Limited & Bellway		
Agent:	Tom Woolner, Quod 17, Broadwick Street, London, W1F OAX		
Location:	43-61, Windsor Road, Slough, SL1 2EE		
Proposal:	ERECTION OF A PART 10 / PART 7 / PART 6 / PART 5 STOREY BUILDING COMPRISING 153 RESIDENTIAL UNITS, PART 7 / PART 6 STOREY BUILDING COMPRISING 131 BEDROOM HOTEL AND ANCILLARY A1, A3, D2 FLOOR SPACE, ACCESS, SERVICING, CAR PARKING, LANDSCAPING AND ASSOCIATED WORKS.		

Recommendation: Delegate to the Acting Planning Manager



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to Acting Planning Manager for the consideration of outstanding consultation responses and viability issues, completion of a Section 106 Agreement, finalising conditions and final determination. In the event that scheme viability and section 106 contributions cannot be agreed that the acting Planning Manager is authorised to refuse planning permission.

PART A: BACKGROUND

2.0 **Application Site**

- 2.1 The application site is to the west of Windsor Road close to the junction with Albert Street to the south, extends to 0.61 hectares and is currently vacant brownfield, where the former office buildings Key West and Edinburgh House were recently demolished. It is located within Slough town centre, approximately 750 metres from the primary shopping area / commercial core.
- 2.2 The surrounding area around the application site contains various uses and there is no prevailing character to the surrounding area. To the south, the site is bound by the Urban Building which is currently a vacant office building which is currently being actively marketed. Beyond the Urban Building lies Albert Street with low rise residential development beyond to the south. To the west, the site is bound by Windsor Road which comprises a number of commercial and residential buildings, including the high rise residential development known as Aspect Court opposite and the Police Station next to that. To the north, lies a former office building (39 Windsor Road) which is currently being converted to residential accommodation and to the east is St Mary's Church which is Grade 2* Listed and open church yard which contains a war memorial which is Grade II Listed.
- 2.3 The site is located on Windsor Road, which is one of the main roads through the centre of Slough and is approximately a 10 minute walk, or 800 metres, from Slough railway station. There is an internal spur road which runs parallel to the main alignment of Windsor Road and serves as an access road for the application site and neighbouring properties. The spur is designated as a two way single carriageway and meets Windsor Road at both ends by means of a priority junction providing easy access to the A412, A332 and onto the M4. A number of buses also run along Windsor Road with the nearest bus stop just 2 metres from the site providing a regular service to the town centre.

3.0 **Proposal**

- 3.1 The proposals that are currently being considered involves the development of 153 residential units (class C3) with associated access, 62 parking spaces and communal landscaped areas, along with an ancillary commercial element of 377m² (GIA). Alongside this a 131 bed hotel (class C1) is also proposed. Secure cycle spaces are located on the ground floor for the residential element of the scheme along with 4 cycle spaces for the hotel and 3 for the commercial unit. The applicants have stated that they have agreed a conditional sale agreement

subject to planning with Bellway Homes Limited in respect of the residential development. With regard to the hotel, a 25 year lease has been agreed with the end operator being Premier Inn.

- 3.2 The proposed residential accommodation that would be provided on site will comprise open market flats with 58 being 1 bedroom (37.9%), 5 would be 2 Bedroom / 3 person (3.6%), 83 would be 2 Bedroom / 4 person (54.3%) and 7 would be 3 bedroom (4.6%). The residential accommodation is situated across 4 cores. Core A is located on the western side of the site, adjoining Windsor Road. Cores B and C lie to the south of the proposed internal access road. Finally, Core D is to the east, backing onto St Mary's Church. The building itself will wrap around 3 sides of the communal amenity space that will be provided.
- 3.3 With regard to heights, Core A along Windsor Road will be 10 no. storeys with a small area extending to 7 no storeys. Away from Windsor Road, the residential building then steps down in height to 5 no. storeys for Cores B and C. Core D will be predominately 6 storey, with a small roof terrace. The residential accommodation will be built to Code for Sustainable Homes Level 3.
- 3.4 The hotel is located to the north of the site fronting onto Windsor Road and will have a "T" shaped layout. The hotel will be consistent with the Premier Inn retail model with an ancillary café/ restaurant on the ground floor. The main entrance to the hotel is to the north of Windsor Road and will be serviced via a loading bay to the south of the hotel off the new internal access road. The hotel itself will extend to 7 storeys fronting onto Windsor Road, whilst the rear part of the building will be stepped down to 6 storeys. The hotel will be BREAAAM 'Very Good' and will employ approximately 39 full time equivalent employees.
- 3.5 An ancillary commercial area is proposed on the ground floor of Block A of the residential development, extending to 394 square metres for flexible A1 retail, A3 restaurant /café or D2 assembly / leisure uses. At this stage, there is no proposed occupier and this unit is therefore speculative. This ancillary floorspace could create up to 20 full time equivalent jobs. Servicing to this unit will be outside the commercial unit on the internal spur road that will separate the residential blocks from the hotel.
- 3.6 The application proposes a total of 62 spaces to serve the residential development which equates to a parking ratio of 0.4 spaces per dwelling. These car parking spaces are proposed within the application site and are located on the ground floor within the residential core
- 3.7 Covered cycle parking will be also provided with 146 cycle parking spaces for the residential element, scattered around the ground floor within the car park. In addition there will be 4 cycle spaces for the hotel and 3 spaces for the ancillary commercial unit.
- 3.8 The car and cycle parking proposals for the application site, between the various uses, can be summarised as follows:

Type	Residential	Hotel	Ancillary	TOTAL
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			Commercial	
Standard	57	0	0	57
Disabled	5	0	0	5
Cycle	146	4	3	153

Hotel Ancillary Commercial TOTAL

3.9 No new access points will be created with the 3no. existing accesses into the site off the Windsor Road spur being rationalised into one, to provide a two way internal private road leading to the residential car park and hotel loading bay. The access point from the existing internal spur onto Windsor Road will remain as existing.

3.10 The applicant states in the Planning Statement submitted with the application that the scheme would “bring about the comprehensive redevelopment of a large brownfield site close to Slough town centre which is in need of regeneration. The redevelopment will provide much needed new housing in Slough in a highly sustainable location, close to both Slough town centre and Slough railway station. Further the proposals will create up to 59 new jobs (FTE), and result in an investment of in excess £27 million in Slough town centre.”

3.11 The following documents have been submitted along with this planning application:

- Application Form
- Plans
- Design & Access Statement
- Planning Statement
- Transport Statement
- Heritage Impact Assessment
- Landscaping plans
- Flood Risk Assessment
- Daylight / Sunlight Study
- Environmental Review
- Noise Impact Assessment
- Energy Strategy
- Viability Assessment

4.0 Planning Background

4.1 Planning permission was granted for Edinburgh House, a seven story office building, in April 1980 (P/00906/012). There is no history with regards to the development of Key West House but this building was also in office use prior to its demolition. Various applications for change of use and advertisements have been granted but are not relevant to the current application. Prior approval was granted for the demolition of the existing buildings in August 2013 (P/00906/029).

5.0 Consultation

5.1 Highways and Transport

Trip Generation

Trip rates for the existing and proposed uses have been determined by interrogating the industry standard TRICS database. Sites have been selected that have similar characteristics to the existing and proposed uses and that are within a comparable location. The trip rates have previously been approved by SBC.

The consultant has assumed that 90% of the trips to the site will either be pass-by trips or diverted trips and therefore assumes their impact on Windsor Road will be minimal and has excluded these trips from the assessment. In the pre-application discussions, whilst the point about pass-by trips was accepted, this was not so for diverted trips and therefore one would not agree that they should be excluded from the trip rates. In determining the proportions of trips, the consultant has referred to the TRICS research report 95/2 on Pass-by and Diverted Trade. However since the submission of the TA a new TRICS research report 14/1 – Pass-by and Diverted Trips has been published and this recommends that the proportion of pass-by and diverted trips should be considered on a site by site basis following a methodology with various factors influencing the proportion of trips. It also recommends that the proportions of these trips should be agreed as part of the scoping discussions. It reports that convenience type stores are likely to have a higher proportion of pass-by trips.

In taking into account this site, it does not benefit from any free parking and will have only half a dozen or so pay and display bays outside of it, it is unlikely to attract a significant proportion of new or diverted vehicle trips and therefore I am willing to accept that there will not be a net increase in vehicle trips as a result of this development.

Car Parking

The developer proposes to provide car parking for the flats at a ratio of approximately 0.4 spaces per dwelling, therefore a total of 62 spaces. It is proposed there would be no dedicated on site spaces for the commercial unit, and no dedicated parking proposed for the hotel. It is proposed that hotel customers may use the Hershel Street Public car park, for which tickets would be required to be purchased, at a cost of £5 overnight. This is considered acceptable, and the parking provision is in accordance with Slough's parking standards for the Town Centre area. On the service road there are approximately 6-7 pay and display bays which will provide the opportunity for a small amount of on-street parking for the commercial unit.

The roads in the town centre are protected by traffic orders that control on-street parking which eliminates the opportunities for overspill parking. However the owners/tenants of this development must be excluded from obtaining permits for on-street parking in any existing or future residents parking areas. Please secure this requirement through a S106 agreement and the site should be registered on the Parking Teams register to ensure on-street car parking permits are not issued.

The developer has confirmed that they will fund a 3-year membership to a local car club operator as part of the Travel Plan initiatives. This is welcomed by the LHA and will need to be secured through the S106 agreement.

Cycle Parking

The scheme proposes 153 spaces for the residential units, 3 spaces for the commercial unit and 4 spaces for Hotel staff, which is consistent with the standards in the Slough Local Plan. In terms of numbers the provision is acceptable, but the quality of the provision is lacking and I would recommend that that further consideration is given to improving the quality of the cycle parking and if this means that the number of spaces is reduced but better quality and more secure provision is made then that has to be welcomed.

The location of the 4 cycle parking near the Hotel is not considered satisfactory as it is not sufficiently secure to deter crime and should be improved before it can be considered acceptable. Cycle parking for the hotel and commercial ground floor use should be provided in the form of secure bike lockers. This should be covered by condition.

Access

The development proposes to remove the existing three vehicular access points on the Windsor Road service road and replace this with a single access junction to the service road. This single access will incorporate a two-way access road leading to the residential car park and hotel loading bay. This access road carriageway width is 6.5m wide at its junction with the service road reducing to 5.5m width and finally 4.8m width. These dimensions exclude the loading bay outside of the hotel and the footway widths. The access road is to be provided as a shared surface and will remain private.

Tracking is provided for three vehicles with the longest one being a 12m rigid delivery vehicle for the hotel. The manoeuvring for this vehicle is very tight at the access point for the service road and as presented is unacceptable. A radius of 10m is required on both sides of the access junction to enable the 12m long rigid vehicle to manoeuvre into the access road. Amended drawings are required.

It is also very tight for the 12m long rigid vehicle to turn and leave in a forward gear in the car park access point with little room for error. However the TA states that Whitbread can also use a 10.7m long urban articulated lorry as an alternative to the 12m rigid and the tracking for this demonstrates that this vehicle can make the turn and leave in a forward gear and therefore the proposal is acceptable.

Access to the residential car park is facilitated by an access road running beneath the proposed flat block to a car park located at ground floor level with a podium deck above.

In the pre-application discussions, consideration was given as to how access to the service road would best operate once the site was developed. Taking account of the close proximity to the Albert Street junction it is recommended that a point of entry is implemented such that vehicles can only exit from the service road at the southern access junction. Also vehicles should only be allowed to turn

left out at this junction so they do not attempt to cross three lanes of southbound traffic causing delays and a road safety hazard. These works will need to be secured through the S278 agreement.

Servicing

Deliveries to the development will be facilitated through the creation of two loading bays, one which will be located along the internal site road and adjacent to the hotel, the second being on-street in the service road fronting the proposed commercial unit. The intention of the two loading bays will be to separate deliveries between the hotel and commercial elements, but also provide a flexible area for residential servicing as necessary. Servicing requirements for the commercial uses on the site is expected to be low. Deliveries to the residential element are likely to be limited to daily postal services and occasional grocery deliveries (Ocado van or similar). Deliveries by larger vehicles are likely to be very infrequent. Such vehicles can either wait within either of the two loading bays, if vacant, or alternatively along the internal highway.

All residential bin stores have been designed to ensure a refuse vehicle can reach within a 10m drag distance, in accordance with SBC requirements.

Layout and Materials

It would appear from the submitted drawings that there are proposals to enhance the public realm at the front of the building and the proposed materials will need to be consistent with the materials that will be used as part of the Windsor Road widening scheme. The access road should incorporate different materials to show differentiation between footway and carriageway to assist the partially sighted.

The footway is being widened at the front of the site, but it is unclear whether all of the widened footway will be offered up for adoption. It is recommended that along the frontage of the commercial unit the whole footway width to the building line is adopted.

Travel Plan

The submitted travel plan is weak and need further work. There is no mention of the car club in the travel plan which is one of the key measures and a number of the other measures are not measures at all. The travel plans are very wordy, but have very little substance to them.

Mention is made of promoting the cycle hire scheme and what better way to do than having a docking station immediately outside of the development to provide opportunities for both hotel guests and residents of the development. Therefore it is recommended that a contribution of £20k is secured to fund the cost of implementing a cycle docking station outside of the development.

The local highway authority has seen previous examples of welcome packs produced by consultants, which left a lot to be desired therefore the local highway authority will be providing a template to developers to prepare welcome packs.

Development Impact

The development is predicted to be nil detriment impact in terms of vehicle trips

compared to the former use as B1 offices. However there is a significant change in the parking provision for the site, with the former use have a significant level of parking and the proposed uses provided with very little parking. In the pre-application discussions it was agreed that off-site parking at the SBC Herschel car park could be used for the hotel use either on an ad hoc basis or through a more formal agreement.

Whilst the site is within the town centre and under the Slough Local Plan parking standards it is accepted that limited parking can be provided, this does not mean than this will necessarily provide sufficient parking for residents demands. One way to mitigate this risk to implement a robust travel plan. The current travel plans are weak and include limited measures. The standout measure, the car club, is not actually referenced to either the Travel Plan or the Planning Statement, but it is referenced in the TA. The developer has committed to funding a car club for a period of three years through car club operator Hertz 247. The car club is welcomed and will need to be secured through the S106 agreement.

Windsor Road is already a congested corridor and suffers from poor air quality, with emissions above the WHO limits and therefore it is recommended that within the site car park there is electric cabling adjacent to all of the bays allowing them to be adapted to provide electric charge points for all of the spaces. Furthermore it is recommended that the car club vehicle should be in the form of an electric vehicle. Hertz 247 does offer this option.

Whilst the developer proposes to promote the cycle hire scheme, I would go further and request that the developer funds a docking station outside of the development on the service road. This would provide travel options for both residents and hotel guests.

Recommendation

A revised drawing showing the access junction radii needs to be provided prior to committee and also agreement on the S106 contributions and measures. Subject to achieving this and the S106 contributions being secured together with the planning conditions I would not raise a highway objection to the proposed development.

The applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The highways schedule includes:

- Temporary access point
- Installation of crossover / junction
- Reconstruct the footway fronting the application site.
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications
- Drainage connections

- Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as necessary)
- Construction and dedication as highway maintainable at the public expense, free of charge, the access road junction and the widened footways at the front of the site;
- All necessary works to the service road southern access junction to introduce right turn restriction and implement point of no entry;

S106 Transport schedule:

- Residents ineligible to apply for parking permits in any existing or future on-street parking bays;
- Travel Plan Monitoring contribution of £12,000 (£6,000 for each use) (paid prior to first occupation);
- Updated Travel Plans for each use (prior to first occupation);
- Car Club for three years using an electric vehicle with free membership for each occupier of the residential development for a period of three years (date for car club to become operational to be agreed);
- Cycle Hire Docking Station contribution of £20,000 (paid prior to first occupation)
- Rapid Charger for Electric Car Club vehicle (prior to first occupation) – note the cost of this is circa £6-7k;
- Future proofing of car park design with electric cabling to each parking space to allow electric charging points to be installed;
- Traffic Regulation Order Contribution £10,000 to fund costs of: (prior to commencement)
 - car club bay on service road;
 - loading bay on the service road;
 - convert southern access to service road into a point of no entry with no right turn restriction; and
 - any other necessary change to waiting restrictions in the vicinity of the site.
- Welcome packs for residents (prior to first occupation);

5.2 Environment Agency

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.3 Conservation Advisor

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.4 Police Architectural Liaison

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.5 British Airports Authority

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.6 Environmental Protection

No response has been received. Members will be updated via the amendment sheet should any response be received.

5.7 Environmental Quality

This mixed use development is located very close to the Town Centre Air Quality Management Area. The nearest air quality monitoring point is located on Windsor Road outside the development site on a lamppost adjacent to the service road, in an area currently not considered relevant exposure. With the change of Use the site will become a relevant receptor and the NO₂ levels at this location are in breach in some years and close to the EU limit other years. Applying distance correction to the façade suggests the development façade will fall very close to the EU Limits and potentially will require a more detailed assessment to determine if the AQMA needs to be extended to include this site. The first floor residential element does also front onto Windsor Road.

The Council will need to consider carefully if this development will be exposed to excessive level of air pollution. Air quality is a material planning consideration on this site, and the developer has failed to carry out an air quality impact assessment. It is recommended a condition be imposed for the developer to carry out an air quality impact assessment to determine exposure to 1st floor flats fronting on Windsor Road. If these flats are likely to be exposed to significant air pollution then details of a clean air ventilation system will need to be submitted. The details and design of any ventilation/filtration system to ameliorate the impact of NO₂ exposure needs to be covered by a condition and approved by the LPA.

This is less of an issue with respect to the hotel due to the transient nature of guests and the fact they are unlikely to be exposed to significant air pollution over a prolonged periods of time.

It is noted that there the new development will lead to a reduction of car parking spaces from 140 to 62 (inclusive of disability bays) and that there is no parking provision for the hotel. There will be a reduction in vehicular trips. It is also noted a travel plan has been prepared, but has not included in details provision of low emission vehicular infrastructure. Slough is very proactive in rolling out EV infrastructure and promoting low and ultra low emission vehicles. As part of our Air Quality Action Plan and Local Transport Plan as well as NPPF policy promotes sustainable transport as well as a charging plug-in infrastructure and other ultra-low emission vehicles.

I would advised that developer should install electric vehicle charging infrastructure to service 10 car parking spaces (either 10 individual electric charging points or 5 dual electric charging point, of type 3 specification capable of up to 22 Kw charging to future proof the development for the adoption of plugged in electric car and plugged in electric hybrid cars. This could form part of the S106

agreement or be made a condition of consent.

The Council is developing its Low Emission Strategy during 2015 which will formulate air quality mitigation packages for developers to sign up to ensure the development is sustainable.

Due to the ongoing requirements of the Council to monitor air quality with respect to ensure a commitment to protecting public health and work proactively towards mitigation of air quality we seek a minimum contribution of £20,000 towards air quality monitoring and action planning and low emission infrastructure.

I am aware the developer is committed to investing in a car club and we would strongly recommend this is made an electric car club to meet the ambition of the Council in striving to improve air quality, comply with EU limits by 2020 and within the Core Plan achieve more stringent air quality levels of $35 \mu\text{g}/\text{m}^3$ by 2021.

Construction Impacts – The development is likely to have temporary effects on local air quality during construction phase, in particular dust and particulate emissions (PM_{10}) from storage and handling of aggregates, construction activities and vehicle movements. The impact is unlikely to affect public health but could give rise to ‘nuisance dust’ and hence adverse impact on the amenity. Therefore, there is a need for the developer to design a mitigation scheme to minimise these impacts. A construction environmental management plan (CEMP) will need to be submitted and approved by the LPA.

Turning to environmental noise which is also a material consideration. A report by Ramboll has been completed for the site, and includes an environmental noise survey. The site is affected by high levels of road traffic noise, and requires acoustic and ventilation treatment to exposed facades on Windsor **Road**. Recommendations are included about acoustic treatment required and shall be made a condition on consent to comply with BS8233 criteria.

Therefore the developer will need to design a comprehensive sound insulation and ventilation scheme for each block and flat respectively, the standard of sound insulation and ventilation must meet the daytime and night-time internal noise criteria as outlined below.

Room Type	Period of time	Internal noise criteria
Living Areas and bedrooms	Daytime (07.00 – 23.00 hours)	35 dB $L_{\text{Aeq, 16hr}}$
Bedroom (only)	Night-time (23.00 – 07.00 hours)	30 dB $L_{\text{Aeq, 8 hr}}$

The package must be demonstrated by way of acoustic calculation and not typical noise reduction assumptions as reported in the Hann Tucker Report. In essence each component of the building fabric needs to be assessed to determine its acoustic integrity, the roof, window, walls, ventilation and doors and when combined the internal noise standard within each flat must be met. The details must be submitted and approved by the LPA.

Ramboll agreed the noise methodology with me back in July. The plant noise criterion specified in section 5.1 of the report is accepted and shall be made a condition of consent

An assessment has been made of the potential impact of new building services installations associated with the development. Based on the methodology contained within BS 4142, plant noise emission limits at the façade of the nearest noise sensitive properties are to be 5 dB below the background level. A further 5 dB penalty is to be added if the noise emitted is tonal or intermittent.

5.8 Thames Water

Waste Comments

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Surface Water Drainage

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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for

extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Water Comments

The proposed development is located within Source Protection Zone 2 of a groundwater abstraction source. These zones are used for potable water

sources for public supply for which Thames Water has a statutory duty to protect. Consequently, development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603. Reason - To ensure that the water resource is not detrimentally affected by the development.

Thames Water recommend 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.

Supplementary Comments

We request that the developer confirms their existing and proposed discharge rates and points of connection to the public network, for both foul and surface water discharge. There have been some discussions held with the developer prior to this planning application submission, but we request that drainage details are submitted via the planning process to confirm the proposals and whether there have been any alterations.

6.0 **Neighbour Notification**

6.1 The following neighbours have been consulted with regards to this application:

Flats 1-11, Eton Walk 2, Upton Park, Slough

106 Windsor Road, Slough

Slough Police Station, Windsor Road, Slough

39, Windsor Road, Slough

Windsor House, Albert Street, Slough

Upton Hospital, Albert Street, Slough

St. Marys Church, Church Street, Slough

30-40, Church Street, Slough

1-127, Aspects Court, Slough

Site notice displayed

Advert in local news paper

- 6.2 No responses have been received from the neighbour consultations. Members will be updated via the amendment sheet should any response be received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The application will be assessed against the following policies:

The National Planning Policy Framework (NPPF)

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Local Development Framework, Core Strategy 2006-2026, Development Plan Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 4 (Type of Housing)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)

- 7.2 The main planning considerations are considered to be:

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring residents
- Living conditions for future occupiers
- Transport and parking
- Financial contributions

8.0 **Principle of development**

- 8.1 The principle of redevelopment of the site would comply with the National Planning Policy Framework in principle as it is a brownfield site and makes efficient use of an underutilised site and could be supported subject to the acceptance of issues such as scale, bulk, design and environmental impacts that are considered in detail below.
- 8.2 Core Policies 1 and 4 of the Council's Core Strategy states that high density flatted development shall be contained to the Town Centre only. This site within the defined Slough Town Centre and flatted development would be in accordance with these policies. Furthermore additional residential properties in a location close to the town centre will help improve the viability and vitality of the town centre with additional people visiting this area.
- 8.3 Although these proposals would see the loss of the site for employment generation this loss is considered to be acceptable considering the fact that the buildings that stood on the site prior to their demolition were vacant for a long period and reached the end of its economic life having been vacant for a number of years apart from some educational and training uses on certain floors. Furthermore the provision of the hotel and some commercial floor space will result in the approximately 59 full time equivalent jobs. The provision of residential properties on the site is considered to be an acceptable use considering the surrounding residential uses and the fact that the site is in a sustainable location close to the school, restaurant, retail, medical and transport facilities.
- 8.4 Core Policy 6 of the Council's Core Strategy states that retail, leisure and community facilities should be located in the shopping centre area of the Slough town centre in order to improve the town's image and to assist in enhancing attractiveness as a Primary Regional Shopping Centre. The supporting narrative to the policy also states that all new major retail, leisure and community facilities will be located in Slough town centre as it is the most sustainable location for development to take place and maximise the opportunities for improving the environment and the image of the town.
- 8.5 The hotel use in this location is considered to be acceptable as it is situated within the town centre and is only approximately 750m from the commercial core shopping area. Therefore the provision of a hotel in this location would result in additional visitors to the town in a close and sustainable location to the town centre that would help to create additional trips to the commercial core and help sustain the viability of the town centre.
- 8.6 The proposed ground floor commercial use would result in development of a retail / community use outside of the commercial core, where such development should be sited. However due to the limited nature of the floor area for this unit (394 square metres) and it's close proximity to the commercial core area it is not considered to result in detrimental harm to the viability of the town centre and will supplement the residential and hotel uses that will help improve the viability and vitality of the town centre. This is also a key site in the regeneration of the town

centre due to its location on Windsor Road which is a principle distributor road to the town centre.

8.7 Therefore the site is considered suitable for housing and hotel mixed use scheme. The number of residential units which could be accommodated on the site is dictated by the design and constraints that arise from the site and neighbouring uses.

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

9.1 The National Planning Policy Framework confirms the following:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment” (Para61).

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (Para 64).

“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).

9.2 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

9.3 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.

- 9.4 The proposed buildings will have heights of 5 and 10 storeys where the existing buildings had heights between 4 to 9 stories. In the prevailing area there are no uniform heights, as heights range from between four to nine stories, with the neighbouring Urban Building having a height of 9 stories matching the Aspects Court development which is opposite the application site. The tallest element of the proposed building is the residential building which fits in with the prevailing taller scale development, and would still be shorter than the neighbouring Urban Building with residential floor height being less than office space floor height. The height of the hotel neighbouring this would then be shorter still so that it responds to the small scale of the buildings going along Windsor Road. Therefore the heights of the buildings respond well to the surrounding area with the taller buildings on the corner where taller buildings surround it and stepping down along Windsor Road to respond to the smaller buildings along that stretch of the road and would be in keeping with the heights in the surrounding area. Furthermore the provision of tall landmark type buildings on this corner location and the provision of a taller building on the corner will help to provide a feature and demarcate the start of the town centre while providing a visual landmark. It is therefore considered that the height of the buildings are considered acceptable and will not impact upon the character of the area.
- 9.5 The mass and bulk of the development has been considered so that the ground floor of the development facing onto Windsor Road is at a pedestrian scale with this floor protruding from the main element of the building creating a more human scale to the street scene. The mass and bulk of the remaining elements of the building has been softened with the introduction of three key horizontal elements at ground floor, middle part and top elements. The middle element of the residential building has balconies that appear integral to the building and the upper part of the building having freestanding balconies which serves to break up the mass and scale of the building. Furthermore views to the church are maintained and a tree lined boulevard between the buildings act to break up the mass and bulk of the buildings. It is therefore considered that the mass and bulk of the proposed buildings will not have a detrimental impact upon the character and appearance of the area.
- 9.6 The design of the proposed buildings will see a mixture of materials with the bulk of them being brick but will also include the use of render on the hotel block so that the buildings will read together while showing some differences to demarcate the differences between them. The ground floor of the buildings will have the appearance of glazed boxes to provide an active frontage along Windsor Road. A strong horizontal band around the buildings will identify the floors of the building with vertical piers used on the residential buildings into which balconies are set to provide some form of privacy to the units and a depth to the façade. This will also help to show the hotel as being a different building as this feature will not be used on the hotel but the use of the horizontal banding will tie the appearance of the buildings together. The higher level balconies on the residential building will be freestanding in their nature and as well as reducing the mass and bulk of the building will also break up the higher levels of the elevation. The surrounding area has no prevailing character in terms of design which the proposed building will compete with and will not be an obtrusive or overbearing form of development

within the area. The site is also large enough to have its own design and identity.

- 9.7 Although the buildings cover a vast area of the site the proposals allow for soft landscaping to be provided on the northern, eastern and western boundaries which will help to soften the appearance of the building within the street scene and provide some form of setting for the proposed building helping it blend into the surrounding area. Furthermore the access boulevard between the buildings will be tree lined to further help to break up the urban appearance of the buildings. The communal amenity area will also provide visual amenity and a setting for the buildings when viewed from the residential units facing it. Full details of the landscaping can be secured via condition to be agreed prior to the commencement of the works to ensure that such a scheme will provide a benefit to the surrounding area and provide a suitable setting to the church yard to the east of the site.
- 9.8 Materials will need to be of high quality and comparable to the materials used in rest of the Town Centre and this can be secured via a condition to agree materials before the commencement of the works.
- 9.9 The Heritage Impact Assessment that accompanies the application states that the setting of the listed St. Marys' church to the east of the site will not be unduly impacted upon as the main mass of the buildings face onto Windsor road and step down towards the church site. The setting of the church and church yard would be improved with more active frontages facing it and therefore would create a more vibrant atmosphere. The Upton Park Conservation Area and Herschel Park would not be impacted by these proposals due to their distance from the application site. It is therefore considered that these proposals would have a positive setting on the surrounding heritage assets.
- 9.10 Therefore it is considered that the proposals provide a design which will enhance the appearance of the site and surrounding area and will not have a detrimental impact upon the character and appearance of the surrounding area complying with the relevant policies in this regard.

10.0 **Impact on neighbouring residents**

- 10.1 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

- 10.2 Core Policy 8 states “The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.

- 10.3 Policy EN1 of the Local Plan requires that “Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c)massing/Bulk, d)layout, e)siting, f)building form and design, g)architectural style, h)materials, i)access points and servicing, j) visual impact, k)relationship to nearby properties, l)relationship to mature trees and m)relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”
- 10.4 Policy EMP2 of the Local Plan requires that: “there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building”.
- 10.5 The proposed hotel building is sited so that it will be approximately 11m from the neighbouring property, which is a four storey building that is currently being converted into flats. However the hotel building which replaces Edinburgh House which has now been demolished is slightly further away (11m compared to 7m) and there will not be a detrimental adverse impact upon these properties and will be no worse than the previous situation. While the hotel will have some side facing windows these are restricted to the rear element of the building and will not overlook any of the side facing windows in the neighbouring property and will not result in any overlooking. Some residential development is on the opposite side of the road and forms a traditional street scene which is a situation which is not uncommon in urban environments and will not impact upon these residential properties. The sunlight and daylight assessment that has been prepared on behalf of the applicant states that none of the neighbouring properties will experience any adverse impact as a result of the development proposals.
- 10.6 The other neighbouring developments are in commercial uses and would not be affected by these proposals as they would not be protected in terms of loss of light or outlook in the same way as what residential properties are. These proposals would therefore not have a detrimental impact that would warrant the refusal of this application.
- 10.7 It is therefore considered that the proposals provide a scheme which will not have any adverse impact the surrounding buildings and complies with the relevant policies.
- 11.0 **Living conditions for future occupiers**
- 11.1 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:
- “Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):
- making it easier for jobs to be created in cities, towns and villages;
 - moving from a net loss of bio-diversity to achieving net gains for nature;6

- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure and
- widening the choice of high quality homes.” (Para 9).

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73).

- 11.2 Core Policy 8 states “All development will: a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable; b) Respect its location and surroundings; c) Provide appropriate public space, amenity space and landscaping as an integral part of the design....
- 11.3 The Daylight and Sunlight Study which has been submitted with the application shows that the proposed design allows for generally high levels of internal daylight of which 90% of the assessed rooms comply with. Therefore the proposed flats will obtain the required amount of sunlight and daylight and it would not be reasonable to object to the application on this basis.
- 11.4 There is no issues with regards to overlooking between the windows of the flats and any overlooking between balconies can be overcome with the use of screening which where overlooking could occur and can be secured via condition. The any screening would be need to be done so that it would be in keeping with the design of the building and would not impact upon the appearance of the building, especially at the lower levels where they would be set behind the façade. The flats that benefit from garden space at the ground floor level will have each garden area fenced to ensure their privacy and this can be secured via condition.
- 11.5 From the details of the internal room layouts of the proposed flats that have been provided they would comply with the Council’s recommended guidelines for room sizes as set out in the approved Guidelines for Flat Conversions.
- 11.6 The issue with regards to stacking of habitable rooms above each other is considered separately under building regulations. The noise report that accompanied the application states that subject to appropriate acoustic details being provided for windows and ventilation for the properties facing onto Windsor Road then the residents will not be affected by external noise sources and these can be required via condition.
- 11.7 All of the residential units will have their own private amenity areas either through the use of balconies or a small garden area. Furthermore communal amenity space will also be provided in the development. Therefore this space together with the fact that the site is within a town centre location and close to other outdoor open spaces it is considered that the level of amenity space provided is acceptable.

11.8 The proposals will not see any impact upon flooding or drainage in the site. The development will meet code 3 of the Code for Sustainable Homes.

11.9 It is therefore considered that the scheme provides a suitable standard of amenity for future occupiers due to the nature of the occupation proposed.

12.0 **Transport and Parking**

12.1 “Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

12.2 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

12.3 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.

12.4 The access and egress will be maintained off of Windsor Road spur and the Transport Statement that has been submitted demonstrates that there will be no material increase in the number of trips as a result of these proposals and that the site can be accessed by service vehicles so that there will be no detrimental

impact with regards to highway safety and the scheme does not conflict with the Windsor Road widening scheme. Some amendments to the plans are required in order to ensure larger vehicles can manoeuvre on site and have been requested from the applicant.

12.5 A total of 62 parking spaces are to be provided in relation to the residential element of the development and complies with the Local Plan with no increase in parking spaces within the Town Centre and is considered to be acceptable for such a sustainable location. A robust Travel Plan will be required via a Section 106 Agreement. While no parking will be provided for the hotel element of the development the site is close to other public car parks, including Herschel Car Park and these could be utilised for hotel parking.

12.6 Cycle parking is proposed in accordance with the Local Plan

12.7 A Section 106 Agreement would be required in order to secure the following :

- Residents ineligible to apply for parking permits in any existing or future on-street parking bays;
- Travel Plan Monitoring contribution of £12,000 (£6,000 for each use) (paid prior to first occupation);
- Updated Travel Plans for each use (prior to first occupation);
- Car Club for three years using an electric vehicle with free membership for each occupier of the residential development for a period of three years (date for car club to become operational to be agreed);
- Cycle Hire Docking Station contribution of £20,000 (paid prior to first occupation)
- Rapid Charger for Electric Car Club vehicle (prior to first occupation) – note the cost of this is circa £6-7k;
- Future proofing of car park design with electric cabling to each parking space to allow electric charging points to be installed;
- Traffic Regulation Order Contribution £10,000 to fund costs of: (prior to commencement)
 - o car club bay on service road;
 - o loading bay on the service road;
 - o convert southern access to service road into a point of no entry with no right turn restriction; and
 - o any other necessary change to waiting restrictions in the vicinity of the site.
- Welcome packs for residents (prior to first occupation);

12.8 It is therefore considered that the scheme provides a suitable standard of car and cycle parking and will not be detrimental to highway safety and therefore meets the set requirements in this regard.

13.0 **Contributions**

13.1 The proposal is over the 15 unit threshold and therefore provision for affordable housing is required. The viability statement that has been submitted states that no sums would be available for these contributions and this is currently being considered with the Council's Asset Management advisors with further negotiations ongoing to secure a commuted sum for affordable housing on site. Furthermore a scheme of highway works is likely to be required along with a

travel plan and associated monitoring fee. The Section 106 Agreement will also have to include contributions for air quality monitoring and to install electric vehicle charging points. Members agreement is sought that the application be delegated back to the Acting Planning Manager either for refusal or for further discussions with a further report being brought back to this Committee.

14.0 **Summary**

14.1 The site occupies a sustainable location within the Town Centre which is well served by public transport and there is good access to shops and essential services. The proposal, if supported would involve effective and efficient use of a brownfield in site in accordance with government guidance given in NPPF. It would also contribute to the vitality and viability of Slough Town Centre. It would also reinforce the Council's objectives of seeking to concentrate higher density flatted schemes within the Town Centre area.

PART C: RECOMMENDATION

15.0 **Recommendation**

15.1 Delegate to the Acting Planning Manager for the consideration of outstanding consultation responses and viability issues, completion of a Section 106 Agreement, finalising conditions and final determination. In the event that scheme viability and section 106 contributions cannot be agreed that the acting Planning Manager is authorised to refuse planning permission.

16.0 **PART D: CONDITIONS AND INFORMATIVES**

16.1

CONDITIONS:

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

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

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

Drawing Number: 0762 P 2500, Dated: 28/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2501, Dated: 28/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2502, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2503, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2504, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2505, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2506, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2507, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 2508, Dated: 15/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 3100, Dated: 28/08/2014, Received: 19/12/2014

Drawing Number: 0762 P 1001 A, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1011 A, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1021, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1031, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1041, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1051, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1061, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1071, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1081, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1091, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1101, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1002 A, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1012 A, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1022, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1032, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1042, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1052, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 2600 A, Dated: 27/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 2601, Dated: 27/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 2602, Dated: 27/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 2603, Dated: 27/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1003 C, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1013, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1023, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1033, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1043, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1053, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1063, Dated: 28/08/2014, Received: 19/12/2014
Drawing Number: 0762 P 1073, Dated: 28/08/2014, Received: 19/12/2014

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implemented in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted local Plan for Slough 2004

4. Samples of external materials to be used in the construction of the access road, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority 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 not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 and Policy EN1 of the Adopted local Plan for Slough 2004

5. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for

demolition/ construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

6. 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.

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

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

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

REASON In the interests of the amenities of the area.

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

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

9. No development shall commence on site until a detailed 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 of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species

and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

10. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas other than the privately owned domestic gardens, shown on the approved landscape plan, and should include time scale for the implementation and be carried out in accordance with the approved details.

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

11. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

12. All development shall occur in accordance with the following reports
 - (a) Phase 1 Environmental Review by Environ, April 2013
 - (b) Flood Risk Assessment by Peter Brett, September 2014
 - (c) Energy Strategy by Ramboll, December 2014
 - (d) Noise Impact Assessment by Ramboll, August 2014
 - (e) Daylight and Sunlight Report by EB7, August 2014

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

13. No development shall commence until details of the proposed bin store (to include siting, design and external materials) and a management plan for site waste have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

14. No development shall commence until details of the screening between terraces, balconies and gardens (to include siting, design and external materials) have been submitted to and

approved in writing by the Local Planning Authority. The approved screens shall be completed prior to first occupation of the development and retained at all times.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

15. Prior to the commencement of works on site details of acoustic glazing and ventilation in accordance with BS8233 shall be submitted to and approved writing by the Local Planning Authority and works carried out in accordance with these details unless agreed otherwise in writing by the Local Planning Authority.

REASON In the interests of amenity of future residents.

16. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

17. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

18. 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.

REASON - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

19. Development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

REASON - To ensure that the water resource is not detrimentally affected by the development.

20. Development shall not commence until an air quality impact assessment has been submitted to and approved by the Local Planning Authority and development carried out in accordance with the approved details.

REASON - To ensure that air quality is not detrimentally affected by the development

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

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

22. 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.

23. No 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.

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

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

25. No part of the development hereby approved shall not be occupied until a servicing and delivery plan has been submitted to and approved by the Local Planning Authority and fully implemented unless otherwise agreed by the Local Planning Authority.

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

26. Materials for site access junction and footway to be consistent with Windsor Road public realm scheme and agreed in writing with the Local Planning Authority prior to the commencement of work.

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

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. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be

over the line of, or would come within 3 metres of, a public sewer.

3. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required.
4. A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution.
5. Thames Water recommends the installation of a properly maintained fat trap on all catering establishments.
6. 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.
7. 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.
8. 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.
9. 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.
10. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.
11. 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.
12. 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.
13. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The

council at the expense of the applicant will carry out the required works.

14. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
15. 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.