

Registration Date:	16-Dec-2015	Applic. No:	P/00106/012
Officer:	Neetal Rajput	Ward:	Central
		Applic type:	Major
		13 week date:	16 th March 2016

Applicant: Goldbridge Construction Ltd

Agent: Jane Wakelin, Wakelin Associates, The Old School Bridge Road, Hunton Bridge, Kings Langley, Herts, WD4 8RQ

Location: Lady Haig R B L (Slough) Club Ltd, 70 Stoke Road, Slough, SL2 5AP

Proposal: Demolition of existing building and redevelopment of site to provide 39no. flats in a part 4 / part 5 / part 6 storey building with parking and extension to service road and including a change of use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 residential.

Recommendation: Delegate to the Planning Manager for Approval



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval, following consideration of outstanding consultations, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is full planning application for demolition of existing building and redevelopment of site to provide 39 no. flats in a part 4 / part 5 / part 6 storey building with parking and extension to service road and including a change of use from class D2 (assembly and leisure), sui generis class A2 (financial and professional services) and limited class C3 residential to all class C3 residential.
- 2.2 The application is accompanied by the following documents:
- Detailed floor plans, elevations and sections;
 - Design, Access & Planning Statement;
 - Energy Statement;
 - Landscaping Strategy;
 - Transport Assessment;
 - Drainage Strategy;
 - Environmental Noise Assessment
- 2.3 The schedule of accommodation is given as follows:

Floor	No. of Units	Unit Mix
Lower Ground	2	2no. X 1 bed
Ground	9	7no. X 1 bed, 2 X 2 bed
First	9	6no. X 1 bed, 3 X 2 bed
Second	9	6no. X 1 bed, 3 X 2 bed
Third	7	1no. X studio, 4no. X 1 bed, 2no. X 2 bed
Fourth	3	1no. X bed, 1no. X 2 bed, 1no. X 3 bed
Total	39	1no. X studio, 26no. X 1 bed, 11no. X 2 bed, 1no. X 3 bedroom

- 2.4 Access into the site will be via the existing access to the rear and as such vehicular access onto Stoke Road will be permanently closed off. Car parking has been provided to the rear at 39 space in total.
- 2.5 Refuse and cycle parking have been integrated into the blocks. Cycle parking is

being provided on the basis of 1 cycle space per dwelling unit, plus 1 for visitors.

The amenity areas are provided to the rear and side of the block, there will be the provision of external amenity for the lower ground units and for all the units above, balconies have been provided.

3.0 **Application Site**

- 3.1 The existing site which measures approximately 0.22 hectare, contains the former Lady Haigh Royal British Legion Hall (Class D2) and includes a small element of residential (Class C3). The area to the side of the hall is being used for car parking and to the rear of the site is a single storey 'porta cabin', currently occupied to Corals Bookmakers. The building dates from 1928-9 and was constructed as Slough's British Legion Headquarters. The building is neither listed nor locally listed and is not located within, or adjacent to, a conservation area. There are no listed buildings in the vicinity of Lady Haigh Hall, however, the structure is situated within the setting of two buildings included on Slough's Local List; Gilliat Hall and Littledown Primary School. Lady Haigh Hall remained in use as Slough's British Legion Headquarters until the first half of 2011, when the Slough branch of the Royal British Legion closed. The 'Lady Haigh Royal British Legion (Slough) Club Limited', was subsequently being put into liquidation in May 2014
- 3.2 The site is situated outside of the defined Town Centre and Stoke Road Neighbourhood Centre as shown on the Slough Local Development Framework Proposals Map. The commercial core of Slough town centre is located to the south of the site. To the north, the character of the area comprises a mixture of commercial and residential properties. To the south of the site is the Foyer building which is 6 storeys high equivalent and offices belonging to Beacon Housing association. The first part of the rear service road is provided to the rear of this site. The neighbouring buildings at 72 and 74 Stoke Road are in retail use at ground floor with residential flats above. To the west of the site on the opposite side of Stoke Road there is a mix of two and three storey flats and houses. To the east of the site beyond the rear parking area are the rear gardens of existing residential properties in Fleetwood Avenue.
- 3.3 The site is located outside of the selected key location for comprehensive regeneration, to the north of the defined existing business area and just south of the defined shopping area. Nonetheless, the site is located within an area where redevelopment and regeneration is envisaged and actively encouraged. To the north of the site, planning permission has been granted for a 5 storey residential development with retail on the ground floor Stoke Road frontage on the cleared site at 94 – 102 Stoke Road. If implemented that development would provide a development of 55 no. flats. Immediately to the south of that site at 76 – 78 Stoke Road, there is currently an outline planning application under consideration for an extension to that development to provide a further 24 no. flats and 320sqm of retail space in a similar 5 storey block.
- 3.4 The Environment Agency's Flood Zone map shows:
- The south of the site lies mainly in Flood Zone 1 'Low Probability' (less than a 1 in 1000 (0.1%) annual probability of river flooding).

4.0 Relevant Site History

4.1 There are no relevant application relating to this site.

4.2 Pre-application Advice

Prior to submission of the application, the Applicant sought pre-application advice from the Local Planning Authority.

5.0 Neighbour Notification

2, Fleetwood Road, Slough, SL2 5ET, 15, Queens Court, Queens Road, Slough, SL1 3QR, 16, Queens Court, Queens Road, Slough, SL1 3QR, 17, Queens Court, Queens Road, Slough, SL1 3QR, 18, Queens Court, Queens Road, Slough, SL1 3QR, 11, Queens Court, Queens Road, Slough, SL1 3QR, 12, Queens Court, Queens Road, Slough, SL1 3QR, 14, Queens Court, Queens Road, Slough, SL1 3QR, 19, Queens Court, Queens Road, Slough, SL1 3QR, 20, Queens Court, Queens Road, Slough, SL1 3QR, 21, Queens Court, Queens Road, Slough, SL1 3QR, 13, Queens Court, Queens Road, Slough, SL1 3QR, 77a, Stoke Road, Slough, SL2 5BJ, 77, Stoke Road, Slough, SL2 5BJ, 70a, Stoke Road, Slough, SL2 5AP, 12, Fleetwood Road, Slough, SL2 5ET, 79a, Stoke Road, Slough, SL2 5BJ, 79, Stoke Road, Slough, SL2 5BJ, 67a, Stoke Road, Slough, SL2 5BJ, 67b, Stoke Road, Slough, SL2 5BJ, 10a, Fleetwood Road, Slough, SL2 5ET, 10b, Fleetwood Road, Slough, SL2 5ET, 10, Fleetwood Road, Slough, SL2 5ET, 81a, Stoke Road, Slough, SL2 5BJ, 81, Stoke Road, Slough, SL2 5BJ, 74, Stoke Road, Slough, SL2 5AP, 74a, Stoke Road, Slough, SL2 5AP, 69b, Stoke Road, Slough, SL2 5BJ, 8, Fleetwood Road, Slough, SL2 5ET, 20, Fleetwood Road, Slough, SL2 5ET, 71, Stoke Road, Slough, SL2 5BJ, 6a, Fleetwood Road, Slough, SL2 5ET, 6b, Fleetwood Road, Slough, SL2 5ET, 6, Fleetwood Road, Slough, SL2 5ET, Beacon Housing Association, 50, Stoke Road, Slough, SL2 5AW, 18, Fleetwood Road, Slough, SL2 5ET, 73a, Stoke Road, Slough, SL2 5BJ, 73, Stoke Road, Slough, SL2 5BJ, Langcet Ltd, Unit 7, Mill West 13-21, Mill Street, Slough, SL2 5AD, Unit 8, Mill West 13-21, Mill Street, Slough, SL2 5AD, Zoloti Kolesa Ltd, Unit 5, Mill West 13-21, Mill Street, Slough, SL2 5AD, St. John Ambulance, Unit 6, Mill West 13-21, Mill Street, Slough, SL2 5AD, 72a, Stoke Road, Slough, SL2 5AP, 76, Stoke Road, Slough, SL2 5AP, 78a, Stoke Road, Slough, SL2 5AP, 78b, Stoke Road, Slough, SL2 5AP, Todays Newsmarket, 72, Stoke Road, Slough, SL2 5AP, 4, Queens Court, Queens Road, Slough, SL1 3QR, 5, Queens Court, Queens Road, Slough, SL1 3QR, 6, Queens Court, Queens Road, Slough, SL1 3QR, 7, Queens Court, Queens Road, Slough, SL1 3QR, 1, Queens Court, Queens Road, Slough, SL1 3QR, 2, Queens Court, Queens Road, Slough, SL1 3QR, 3, Queens Court, Queens Road, Slough, SL1 3QR, 8, Queens Court, Queens Road, Slough, SL1 3QR, 9, Queens Court, Queens Road, Slough, SL1 3QR, 10, Queens Court, Queens Road, Slough, SL1 3QR, The Property Bank, 78, Stoke Road, Slough, SL2 5AP, 16a, Fleetwood Road, Slough, SL2 5ET, 16b, Fleetwood Road, Slough, SL2 5ET, 75a, Stoke Road, Slough, SL2 5BJ, 75, Stoke Road, Slough, SL2 5BJ, 14a, Fleetwood Road, Slough, SL2 5ET, 14, Fleetwood Road, Slough, SL2 5ET, 4a, Fleetwood Road, Slough, SL2 5ET, 4, Fleetwood Road, Slough, SL2 5ET, 69a, Stoke Road, Slough, SL2 5BJ, Flat 1, Novello House, Stoke Road, Slough, SL2 5BW, Flat 2, Novello House, Stoke Road, Slough, SL2 5BW, Flat 3, Novello House, Stoke Road, Slough, SL2 5BW, Flat 4, Novello House, Stoke Road, Slough, SL2 5BW, Flat 5, Novello House, Stoke Road, Slough, SL2 5BW, Flat 6, Novello House, Stoke Road, Slough, SL2 5BW, Flat 7, Novello House, Stoke Road, Slough, SL2 5BW, Flat 8, Novello House, Stoke Road, Slough, SL2 5BW, Flat 9, Novello House, Stoke Road, Slough, SL2 5BW, Flat 10, Novello House, Stoke Road, Slough, SL2 5BW, Flat 11, Novello House, Stoke Road, Slough, SL2 5BW, Flat 12, Novello House, Stoke Road, Slough, SL2 5BW, Flat 14, Novello House, Stoke Road, Slough, SL2 5BW, Flat 15, Novello House, Stoke Road, Slough, SL2 5BW, Flat 16, Novello House, Stoke Road, Slough, SL2 5BW,

Flat 17, Novello House, Stoke Road, Slough, SL2 5BW, Flat 18, Novello House, Stoke Road, Slough, SL2 5BW, Flat 19, Novello House, Stoke Road, Slough, SL2 5BW, Flat 20, Novello House, Stoke Road, Slough, SL2 5BW, Slough Foyer, 52, Stoke Road, Slough, SL2 5AW, 70b, Stoke Road, Slough, SL2 5AP, 12a, Fleetwood Road, Slough, SL2 5ET, 72b, Stoke Road, Slough, SL2 5AP, Unit 9, Mill West 13-21, Mill Street, Slough, SL2 5AD, JCW Car Sales Ltd, 70C, Stoke Road, Slough, SL2 5AP

5.1 There has been one representation received:

The proprietor of JCW Car Sales (70C Stoke Road), and owners of the above land and buildings that were acquired from the Lady Haig Club in 2012.

There are two separate matters that the Council should be aware of :-

1. Access from Mill Street – when the Club sold part of their property to Mr. Ward in 2012 rights of access were reserved over the existing car park that serves the Coral bookmakers on the line marked on the attached Plan Number 1 which is referred to in the attached Transfer dated 13th July 2012 (see Clauses 12.2.1 & 12.2.2 of the Transfer). As far as I am able to ascertain from the application plans I have the redevelopment proposals for the Club show that private parking spaces and landscaping will be directly on the line of my Client's access.
2. Access from St. Paul's Ave. – the intended re-alignment of the access from St. Paul's Ave., to the north of the former Club, shows that part of my Client's Yard is directly on the proposed line of the new access that will serve the proposed new building and other properties on Stoke Road. This is clearly shown on Plan No. 130688 from Goldbridge Construction Ltd., that forms part of the Planning Application. It is marked as a "Pre-Proposed Service Road" on the Applicant's Plan because the Council were aware of the line of this proposed Service Road when they considered the proposals for 76/78, Stoke Road, (Ref. No. P/03678/018). I have discussed this matter in the past on site with your Planning Officers and Highways Engineer and must repeat the point I made to them that implementation of this re-alignment of the service road will seriously interfere with my Client's use of the remaining part of his property as well as leaving one of his existing workshops without any forecourt access or parking.

Local Planning Authority Response:

The Agent has revised the rear access to ensure that there are no Highway concerns in terms of the road width. In terms of the application site, 'the red line' this does not include any land relating to No. 70C Stoke Road and the application proposes that the adjoining owners will continue to benefit from this continuing right.

With respect to planning application P/03678/018 at 76/78 Stoke Road, this is an ownership issue and does not fall within the planning remit.

6.0 **Consultation**

- 6.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, one site notice was displayed at the site on 15th January 2016. The application was advertised in the 15th January 2016 edition of The Slough Express.

6.2 Highways & Transport

Scope of Assessment

A planning application has been received in support of a residential development consisting of 39 flats, 27 one bed and 11 two bed and one 3 bed, with parking and an extension to the service road, located at the Lady Haig RBL Club, 70 Stoke Road. The application will include a change of use from 805 m² of D2 (assembly and leisure), A2 (financial and professional services) and two apartments C3 (residential) to full C3 use.

Pre-application advice was given in July 2015. A meeting was held and written advice was given.

Trip Generation

The applicant has included a trip generation assessment, which has been reviewed by the local highway authority. It is considered that the proposed development will generate less trips than the existing development.

Vehicle Access and Rear Service Road

In pre-application discussions it was advised that the proposed vehicle access from the rear service road to the east of the site via Mill Street would prejudice the implementation of the approved Stoke Road Rear Service Road Plan as it would essentially cut it off, and therefore was not a viable option. Instead it was advised that vehicle access to the site should be from the proposed Stoke Road Rear Service Road.

In the full planning application submitted the development has been designed so that the rear service road can pass through the site and connect with the service road from the north. The vehicle access to the development will be retained from the service access road via Mill Street which, in the future will form part of the adopted rear service road. This layout is welcomed as it will not prejudice the implementation of the service road plan. The applicant has submitted revised drawings that provide a service road width of 6m carriageway with 2m footways on both sides. Visibility splays have been shown on revised drawings and a vehicle visibility splay of 2m x 43m and pedestrian visibility splays can be provided. The service road must be built to an adoptable standard as part of a S278 agreement and dedicated free of charge for maintenance at the public expense.

Stoke Road Widening Line

The applicant has agreed to dedicate land along the site frontage with Stoke Road so that it conforms to the Stoke Road widening line. The road widening must be built as footway to an adoptable standard as part of a S278 agreement and dedicated free of charge for maintenance at the public expense.

An amended plan has been received to ensure that the proposed development

takes into account the widening line and land that will be dedicated along the site frontage.

Travel Plan

In the transport statement it is suggested that a travel plan will be prepared and will be secured through condition. While this is welcomed, in line with the Developer's Guide Part 3 this development does not necessarily necessitate the need for a travel plan. However, a short statement could be prepared which sets out a series of measures to encourage sustainable travel to and from the site and welcome packs could be produced to provide information about sustainable travel options to residents. These welcome packs should be in accordance with a template provided by Slough Borough Council.

Transport impact and mitigation

From the trip generation exercise it is accepted that the development traffic is unlikely to have any significant effect on the surrounding highway network and therefore further mitigation for an increase in vehicle trips will not be necessary. The development will lead to the provision of part of the rear service road and land along the frontage of the development for future road widening which are benefits of the scheme. There is a shortfall of parking provision but the applicant has agreed to provide mitigation. The proposed contributions are set out below:

- Car club contribution of £30,000;
- Contribution of £12,000 to fund upgrade of the two nearest bus tops to incorporate real time passenger information screens; and
- Prevention of residents obtaining resident parking permits.

Section 106 agreement

Subject to the approval of the application the applicant will need to enter into a S106 agreement and S278 agreement with Slough Borough Council.

Recommendation

No highway objection.

6.3 Land Contamination

Detailed comments can be found within Section 16 of this report, pre-commencement conditions have been attached with respect to land contamination.

6.4 Drainage Engineer

The Council's Drainage Engineer is currently assessing the submitted drainage strategy and an update will be provided on the Amendment Sheet.

6.5 Berkshire Archaeology

The applicant has submitted with their application a 'Pre-Application Heritage Assessment' prepared by Heritage Collective (dated May 2015). The Assessment report specifically considers the built heritage aspects of the proposal, namely Lady Haig Hall.

Berkshire Archaeology has no concerns as regards the buried archaeological heritage as the site has previously been developed and also substantially fell within the area of the 'Brick Works' as evidenced by the extract from the 1899 Ordnance Survey map reproduced as Appendix 2.2 in the Assessment report. No further action is therefore required as regards the buried archaeological heritage.

The Assessment report concludes that 'Lady Haig Hall' is of some local significance because it is an example of a 1920s purpose-built British Legion headquarters building. Heritage Collective considers it a non-designated heritage asset. Subject to the view of the Council's Conservation Officer and with regard to the above, should the application be approved the Council may consider it desirable for an appropriate level of photographic record of the building to be made prior to its demolition, which could be secured by condition. The Assessment report notes that some original internal features survive. The Assessment report already provides a useful level of record of the building but this could be augmented by additional photographic records which, along with the Assessment report, could be lodged with Berkshire Archaeology's Historic Environment Record for long term curation and for future reference and research.

6.6 Thames Water

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.

Supplementary Comments

Having reviewed Drainage Strategy 150688 Rev A dated December 2015, Thames Water would not object to the drainage strategy proposals. The applicant proposes to attenuate surface water flows to a rate of 4l/s, discharging to the surface water sewer in Stoke Road. Although 4l/s does not equate to greenfield rates, it is still significantly lower than the current brownfield discharge of 64.8l/s.

6.7 Crime Prevention Design Advisor, Local Policing

Comments have been provided by the Crime Prevention and Design Advisor, as such amended plans have been received for minor changes to the design and layout. The physical security, access control and mail delivery will be secured via a condition to achieve 'Secure by Design' accreditation. To ensure that this condition can be achieved, the following comments have been provided:

External Communal entrance: Given the higher than average crime rates in the area I would ask that that all external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat.

"Residential floor secondary security doors (segregation): In addition, the option to move freely between floors combined with the lack of natural

surveillance within the core areas increases the need to maintain ownership of these areas via physical security measures. In order to prevent unauthorised access onto and between residential floors I ask that the secondary security doors sets that isolate each core from private residential corridors also meet the minimum physical security standards of PAS 24:2012. These in turn must be controlled by an electronic remote release system with intercom audio link to apartments. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance.

Residential door Sets: Individual flat entrance doors must also comply with ADP-Q, and meet the minimum physical security requirements of PAS24:2012.

Access from Car Park into Residential Units – The underground parking facility will incorporate communal entrance doors for the residential cores.. Access to private residential dwellings must be made secure. I would ask that that parking facility communal entrance doors meet the requirements of the minimum physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel.

Private Residential Underground Car Park: I would ask that The entrance to this car park is proposed as having automated secure gates. I would ask that these are electronic gates or shutters (LPS1175 SR2 or equivalent). These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. The layout and design of this facility should also incorporate the safer parking principle of surveillance, lighting and management processes and procedures.

Lighting: Pleased to note that lighting in publically accessible areas, including parking areas will adhere to BS5489 standards and recommendations.”

6.8 Environmental Quality

With respect to the Environmental Noise Assessment completed by AIRO – satisfied with the conclusions of this report. The developer shall meet the requirements of Table 3 Noise Mitigation Performance Specifications for the red and purple zones which is shown on data sheet G/R6937/2 my version is black and white so you need a colour version. Essentially the front elevation is red and side elevations are purple.

I would like to see 10% EV provision within the car park for this site given its proximity to Town Centre AQMA. The installation, maintenance and servicing and operation of EV charge points to be covered in detail by a car parking management condition or S106 requirement. The EV points should be pillar post mounted Mode 3

6.9 Environmental Protection

Conditions have been recommended with respect to noise and waste disposal, the relevant conditions have been included within the draft conditions.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The application will be assessed against the following policies:

7.2 The National Planning Policy Framework (NPPF) 2012 and the Planning Practice Guidance

In its overarching Core Principles the National Planning Policy Framework states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs..... and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and futures occupiers. The NPPF further states that: good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.....To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

7.3 Local Development Framework, Core Strategy 2006-2026, Development Plan Document December, Adopted 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 and Built Environment)
- Core Policy 12 (Community Safety)

7.4 Adopted Local Plan for Slough, Adopted 2004

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)
- OSC17 (Loss of Community, Leisure or Religious Facilities)

- 7.5 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 Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

The Council has also formally announced its intention to prepare a Local Plan Development Plan Document and is seeking comments on the proposed scope and content of the document – this consultation period runs from Friday 4 December 2015 to 4 March 2016.

7.6 Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4
Slough Local Development Framework Proposals Map
Planning Guidelines for Flat Conversions (Indicative Room Sizes)

The site is not an allocated site in the Slough Local Development Framework Site Allocations Development Plan Document

7.7 The main planning considerations are considered to be:

- Principle of development
- Design and appearance on the character of the area
- Impact on neighbouring Uses/Occupiers
- Transport, Highways and parking
- Housing Mix & Affordable Housing
- Quality of Housing
- Noise
- Flood Risk & Sustainable Drainage System
- Land Contamination
- Archaeology

- S106 Requirements

8.0 Principle of Development

- 8.1 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a “golden thread running through both plan making and decision taking”. In respect of decision taking this means inter alia approving development proposals that accord with the development plan without delay.

Twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals being:-

- Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk, the reuse of existing resources and the encouragement for using renewable resources
- Encourage the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value
- Actively manage patterns of growth to make the fullest possible use of Public Transport, walking and cycling, and focus significant development to locations which are or can be made sustainable.

- 8.2 At paragraph 49 in respect of delivering a wide choice of high quality homes it states that housing applications should be considered in the context of the presumption in favour of sustainable development.

- 8.3 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.

- 8.4 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD.

- 8.5 The site falls outside of the town centre area but is within the urban area on the fringe of the town centre. Core Policy 4 states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services facilities and infrastructure. Hence Core Policy 4 does not rule out flats within the urban areas of the town, subject to the sites context location and availability of services.

- 8.6 The site in question falls just outside of the Stoke Road neighbourhood shopping area, but is located within a highly sustainable location within easy walking distance of the town centre with its shops and facilities and the train and bus stations. In terms of the sites context, it is located within a mixed area which includes existing and proposed high density residential schemes and is an area which is undergoing much needed change and regeneration with inward investment. Such regeneration is both welcomed and supported.
- 8.7 Given the scenario of future redevelopment schemes to the north of the site and the existence of the Foyer development to the south, the existing and proposed context for the site will be that of high density flats. The construction of family housing on this site would be odds with the site's setting and therefore be inappropriate in an urban form context.
- 8.8 Whilst Policy OSC17 of the adopted Local Plan would result in an objection to development which would involve the loss of a community facility, it does permit an exception to be made if the facility is declared surplus and there is an overriding need to provide housing to meet local housing need. In addition it is considered that the former club was a private facility and not strictly available for general community use.
- 8.9 It is considered that the need for housing outweighs the loss of a community facility and that there would be no requirement to replace a community use off site or to seek a financial and the site could be built out as residential in its entirety. Further, given that the site is located just outside of the Stoke Road neighbourhood shopping area then there would be no requirement to provide retail at the ground floor level.
- 8.10 Having regards to the NPPF and Core Policies 1 and 4 of the LDF Core Strategy, there are no objections to the principle of residential development on this site, nor, having regard to the factors outlined in the paragraph above, to the provision of flats rather than family housing.
- 9.0 **Design and appearance on the character of the area**
- 9.1 The National Planning Policy Guidance, in its overarching Core Planning principles state that planning should: *Proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs.....always seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildingshousing applications should be considered in the context of the presumption in favour of sustainable development.....good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.*
- 9.2 Core Policy 8 states that *all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will be:*
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; and

d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

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.

- 9.3 Policy EN1 of the adopted Local Plan requires that *development proposals 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 water courses.*
- 9.4 The 39 units are accommodated in an 'L' shaped block with an area of undercroft parking to the front of the site, utilising the change of level across the site and minimising the need to reduce ground levels. The frontage section of the block measures 27m wide and 16m deep, with aspect to the front onto Stoke Road and parking to the rear. The rear block, extends 25m with a width of 10m, has single aspect only to the south.
- 9.5 The building is 5 storeys high, with the third floor being set back from the rear of the site. Given the substantial level difference between Stoke Road and the rear of the site, the fourth floor is substantially set back from the rear and set in from the side (adjacent to No's. 72 & 74 Stoke Road), to reduce its impact. This reflects the pattern of development as was approved on the neighbouring site to the north (No. 76-78 Stoke Road - P/03678/018). Also as per that scheme, vehicular access to the site is at lower ground floor level, via a proposed rear service road providing car parking undercroft of the building. The materials have been conditioned, requesting samples to ensure a suitable pallet and high quality finish.
- 9.6 Under normal circumstances the scale bulk and massing of the development would need to address its surroundings. However, in this instance the redevelopment of the site in terms of its siting design, height, scale, bulk and massing needs to be considered having regard to the bigger picture vis a vis the schemes being proposed for the sites at 76 – 78 and 94 -102 Stoke Road and the existence of a 6 storey Foyer building on the site immediately adjoining to the south.

When assessing the street scene impact, a wider street scene elevation has been submitted which shows the site in its wider context. With respect to the intervening site at No. 72 – 74 Stoke Road, the fourth floor has been set in from the boundary to respect the neighbouring site. The Foyer building is 6 storeys in height. The sites at No. 76 – 78 and No. 94 – 104 Stoke Road are 5 storeys in height but with a fifth floor set back. The ridge of the proposed development matches the height of the Foyer and the third floor is set no higher than No. the sites at No. 76 – 78 and No. 94 – 104 Stoke Road.

With respect to the siting of the frontage block, it is acknowledged that it is set back from the Stoke Road frontage to provide defensible amenity space to serve the ground floor residential units. The set back of the building line at the front had regard to other developments, both existing and proposed and the Stoke Road widening line.

9.7 Heritage

Paragraph 128 of the national Planning Policy Framework provides guidance when determining planning applications which may have an impact on existing heritage assets, it states that:

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance...In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- the desirability of new development making a positive contribution to local character and distinctiveness”.*

Core Policy 9 of the Local Development Core Strategy (2006 – 2026) Development Plan Document states *development will not be permitted unless it:*

- Enhances and protects the historic environment;*
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.....”*

A Heritage Statement has been submitted within the Design, Access and Planning Statement. The study concludes:

Lady Haig Hall, though not a listed or locally listed building, is a non-designated heritage asset. Primarily due to its connections with the British Legion and, though not direct, with Countess Haig. Lady Haig Hall makes a slight positive contribution to the significance of the nearby locally listed Gilliat Hall and a neutral contribution to the significance of the locally listed Littledown Primary School.

The proposed development has been considered in two parts; firstly the impact of the proposed demolition of Lady Haig Hall and secondly the impact of the proposed replacement structure.

The demolition of the building will result in the loss of the low level of heritage interest which Lady Haig Hall itself possesses and the slight positive contribution the building makes to the significance of Gilliat Hall. This will result in an objectively low level of harm and loss. Section 5 identifies that there is potential for the provision of residential development on the site without necessarily resulting in harm to the heritage interest of the surrounding locally listed buildings due to their much altered

settings. Current proposals to provide a series of red brick blocks of simplistic design housing 39 residential units, while resulting in a change to the setting of the locally listed Gilliat Hall and Littledown Primary School, would result in a neutral effect on the significance of the buildings.

When considered holistically the scheme will result in a very low level of harm. This should be weighed into the planning balance in accordance with paragraph 135 of the NPPF along with the public benefits of the scheme which are detailed within the submission documentation.

Given the above and that the site is currently in a poor condition, beyond the state to repair, there are no objections in heritage terms to the loss of the building.

9.8 Landscaping

A Landscaping Strategy has been submitted with the application, which shows two amenity areas; firstly to the front of the building with a brick boundary wall with piers and hedge behind and secondly to the northern boundary of the site. Throughout the rear parking area there will be dispersed trees and hedges. Presently on site, there is limited greenery and the site does not benefit from any mature trees, as such the Landscaping Strategy is welcomed and enhance the boundaries to Stoke Road in terms of public realm. The landscaping scheme together with a maintenance and management plan will be required by condition.

10.0 **Impact on neighbouring Uses/Occupiers**

10.1 As stated previously, within the National Planning Policy Framework, twelve core planning principles are identified which both should underpin plan making and decision taking. A number of these core principles are relevant to the current proposals and include that planning should:

- *Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings.*

Core Policy 8 of the Slough Local Development Framework Core Strategy states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. With respect to achieving high quality design all development will:

b) respect its location and surroundings.

Policy EN1 requires that development proposals reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of.....*relationship to nearby properties*.....

10.2 The following potential impacts are identified:

- a) The overlooking of neighbouring land as a result of flank wall windows within the southern and northern elevations. However on the proposed floor plans the northern elevation is non aspect and the southern flank wall is set back approximately 14 metres from the boundary with the Foyer, which is acceptable in planning terms. The north eastern elevation will be conditioned to be of obscure glass to address issues of overlooking and loss of privacy.

The proposals would also represent an improvement over the current situation whereby there a number of windows within the existing building formed on the boundary with No's. 72 – 74 Stoke Road for almost the entire depth of the site.

- b) Potentially overbearing and overly dominant outlook for the occupiers of the residential units in Fleetwood Road to the rear of the site on the eastern side of the development site. However, at its closest point the development is approximately 25 metres from the rear garden boundaries of the properties in question and approximately 65 metres from the rear elevation, this separation distance is acceptable.
- c) Potentially overbearing and overly dominant outlook for the residential occupiers of the first floor residential units above the retail units in the neighbouring properties at No. 72 – 74 Stoke Road. The site being due south of the neighbouring properties may result in some loss of sunlight and daylight to some of the principle windows, however given the set back from the side boundary this may not be so significant as to raise an objection. However, from a site visit it is evident that there is no rear amenity space serving the first floor flats, being laid to car parking and used for rear servicing, so the impacts would be limited to being internal only. Taking a holistic view it is highly likely that the neighbouring site would come forward for development within a reasonable timescale.

Amended plans have been received to ensure that there is no direct overlooking into the units at the rear, this has result in an angled window which is considered to be acceptable.

11.0 Transport, Highways and Parking

11.1 *Vehicle Parking*

40 car parking will be provided for the flats, which will include 3 disabled bays. However with the amendments required to the service road this will reduce the provision by one space to 39. This results in a total provision of 1 car parking space per flat. This is below the Slough Local Plan standards which state that for:

- one bed flats / studios - 1.25 spaces should be provided; and
- two / three bed flats - 1.75 spaces should be provided.

This would total 55 spaces for this development, therefore there is a shortfall of 16 spaces. The number of parking spaces has been justified using policy T2 of the Local Plan, as well as the fact that other recent or committed residential developments in the area have been afforded flexibility regarding their parking levels, the fact that the development is located very close to the town centre, as well as bus stops and the rail station and that the development will provide a good level of cycle parking, and a contribution to a car club and real time passenger information at the nearest bus stop then it is considered that this package of measures is acceptable.

The applicant has agreed to provide 4 electric vehicle charging points which is in line with IAQM standards. In addition, the residents would be made ineligible to apply for a residents parking permit.

11.2 *Cycle Parking*

41 cycle parking spaces will be supplied at the site. This is one per flat plus 2 extra. This is in line with and slightly exceeds the standards in the Slough Developers Guide Part 3 which state that one space should be provided per dwelling.

29 of the spaces will be provided within a communal cycle store and, as requested in pre-application advice 12 (approx. 30%) will be in the form of lockers within the shell of the building.

11.3 *Refuse and Servicing*

The refuse and servicing vehicle will enter through the retained vehicle access from the service access road via Mill Street, which will eventually form part of the rear service road. Swept path drawings demonstrate that this manoeuvre can be made to the bin store in the car park, and exit through the same access in a forward gear. The vehicle will be able to stop directly outside the bin store meaning that the drag distance is 8m which is acceptable.

The bin store is located on the ground floor in the centre of the development, meaning all residents as well as operatives can access it easily.

In line with Slough Developers Guide Part 4 standards 97 litres per flat should be provided for residual waste and 53 litres for recyclable waste. For 39 flats this would total six bins.

12.0 **Housing Mix & Affordable Housing**

12.1 The National Planning Policy Framework requires that local planning authorities ensure the provision of a wide range of good quality homes

12.2 The site being located within a neighbouring shopping centre is not considered appropriate for the provision of family housing. It is further considered that an appropriate mix of 1 and 2 bed flats are being provided.

12.3 Core Policy 4 of the Slough Local Development Framework Core Strategy states that *for All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.* An Affordable Housing Viability Assessment has been submitted with respect to this proposal and this has been independently reviewed by the Council. Given the outcome of the assessment, the rear block which will provide 8 no. units affordable units onsite, this will be secured in the Section 106 Agreement.

The 8 units to be provided as on site affordable housing will provide 20% provision of the requirement and given the cost of the rear service road, the highway works and transport contribution required and site constraints, whereby a Piling Method for construction will be required, this is considered to be acceptable.

13.0 **Quality of Housing**

13.1 The National Planning Policy Framework states that local planning authorities

should aim *“to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.....”*

13.2 With respect to the unit sizes as indicated on the floor plans, these have been assessed against the Council's Flat Conversion Guidelines. The floors space of each of the units fall within the Council's guidelines, these range from the studio at 40 sqm to the three bedroom unit at 72 sqm, as such no objection is raised with respect to the minimum required floor space.

13.3 All flats have a reasonable aspect and would receive sufficient light and sunlight. Most of the flats with balconies would require the installation of obscure glass to protect privacy.

13.4 Amenity

There is limited amenity space proposed around the site, providing little more than a setting for the building and parking areas. Most of the amenity space is provided on the north side of the building and is likely to be in shade for much of the time. As most flats have a balcony or terrace private amenity space is acceptable. In addition, open spaces are easily accessible from the site with the amenities of Bower Playing Fields, 200m to the north east and Salt Hill Park, 500m to the south west.

13.5 Sustainability

It is made clear in the NPPF, and in Sloughs Core Strategy Policy 8 Sustainability and Environment, that a continuing assessment of environmental objectives to preserve energy and to promote sustainability is required. The Planning Statement states that key sustainability issues that have been considered in relation to this site include:

- Growing road traffic and congestion;
- Lack of affordable and suitable housing provision;
- Land use constraints to physical expansion;
- Waste management issues;
- High levels of noise pollution;
- Poor air quality

A Sustainability Strategy has been submitted with respect to this application and states that the design of the development will contribute to lower energy consumption and reduced carbon emissions. In addition to the advantages this sustainable project offers in that it proposes the re-use of previously developed land, energy saving measures have been incorporated into the design, such as the best use of natural light along with consideration as to the baseline energy use of the development. Wall thicknesses have been considered to improve insulation values. The measures within the Sustainability Strategy have been conditioned.

14.0 **Noise**

14.1 Core Policy 8 from the Core Strategy, states that development shall not give rise to unacceptable levels of pollution including noise and shall not be located in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.

- 14.2 An Environmental Noise Assessment prepared by AIRO Consultants has been submitted with respect to this proposal. The assessment is based on noise measurements made at the site on 9th and 10th November 2105 and considers noise from a number of potential local sources.
- 14.3 The results of the Noise Assessment has determined that the internal sound levels in the proposed dwelling are likely to be achieved with the appropriate noise mitigation measures i.e. in terms of the right specification of glazing and external building envelopment.
- 14.4 On the basis of this assessment and subject to the incorporation of the recommendations set out in the report, it is considered that noise should not pose a material constraint to the proposed development.

15.0 **Air Quality/Electric Car Infrastructure**

- 15.1 The site lies outside the Town Centre Air Quality Management Area (AQMA) approximately 350m north. The site lies very close to railway station and bus station, has excellent public transport links. Based upon guidance given on other nearby sites, it is concluded that the impact would be small and within the context of the AQMA but it will add to the overall cumulative impact of many developments within and around the town centre. The proposal includes the provision of four electrical charging points, this requirement to be covered by planning condition.

16.0 **Land Contamination**

- 16.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 16.2 The National Planning Policy Framework (NPPF) identifies land identifies land contamination as a material consideration in the planning process and notes that decisions by Local Planning Authorities should ensure the site is suitable for its intended use. Where a site is affected by contamination identified to pose unacceptable risks to receptors, the responsibility for securing a safe development rests with the developer and/or landowner.
- 16.3 The Council's Land Contamination Officer has been consulted on the proposals for the site and has responded as follows:

"The proposed development is partially located on a former Brickworks. This site has been identified as a high ranking priority site as part of the Council's inspection prioritisation and it is considered a priority for further site investigation. The proposed development is also located within 250m of several other potentially contaminated land sites, eight of which have entries in the Disused Tank Registry."

Given the above, conditions have been recommended with respect to land contamination.

17.0 Flood Risk & Sustainable Drainage System

17.1 The site is in Flood Zone 1.

On 6th April 2015, the government introduced a requirement for all major development schemes to comply with the current Sustainable Drainage Regulations. This is now a material consideration in the determination of major planning applications, which necessitates the drainage system being designed in detail at an early stage in the planning process. A sustainable drainage strategy has submitted with this application and is currently being assessed by the Council's Drainage Engineer, an update will be given on the Amendment Sheet.

18.0 S106 Agreement

18.1 With respect to affordable housing, the rear block of the proposed development, will provide 8 no. on site affordable units, specifically unit No's. 1,2,6,7,15,16,25,26. The Applicant has agreed to this and this will be secured via a Section 106 Agreement.

18.2 The Council's Transport and Highway Engineers have advised the following S106 requirements which will obligate the developer to enter into a S278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The highways schedule will include:

- Temporary access point (as necessary);
- Installation of junctions/crossovers;
- Widening of the footway fronting the application site;
- Reinstatement of redundant access points to standard to footway construction (as necessary);
- Installation of street lighting modifications;
- Marking and signing of double yellow line restrictions on rear service road section within site;
- Drainage connections;
- Construction and dedication as highway maintainable at the public expense, free of charge, the rear service road associated infrastructure, sight lines and turning areas. Revised drawings need to be submitted showing the amended alignment of the service road, in line with the Stoke Road Rear Service Road scheme widening lines and the land to be dedicated.
- Construction and dedication of footway and verge along site frontage with Stoke Road. Revised plans need to be submitted showing the requested aforementioned amendments including the increase in width to circa 5m as per the scheme drawing and the land to be dedicated.

The transport schedule will include:

- Car Club contribution of £30,000;
- Provision of welcome packs to residents produced in accordance with the template to be provided by Slough Borough Council;
- Real time passenger information screens contribution of £12,000 at 2 nearest

- bus stops on Stoke Road;
- £3,000 implementation of traffic regulations on the section of service road orders as necessary (prior to commencement);
- Residents excluded from being eligible for existing or any future on-street resident parking permit scheme; and
- 4 Electric vehicle rapid charging points as per IAQM guidance.

The contributions are considered to be reasonable and necessary to mitigate the impacts of the development. This obligation would comply with Regulation 122 of the Community Infrastructure Levy.

19.0 **PART C: RECOMMENDATION**

- 19.1 Delegate to the Planning Manager for approval, following consideration of outstanding consultations, resolution of sustainable drainage matters, finalising of conditions and satisfactory completion of a Section 106 Agreement.

20.0 **PART D: CONDITIONS**

The main heads for proposed conditions are set out below but the final conditions and their wording is to be determined by the Planning Manager following the receipt of outstanding consultations and prior to final determination.

20.1 **DRAFT CONDITIONS**

1. Time Limit

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

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

2. Approved Plans

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

TO BE ON AMENDMENT SHEET

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

3. Sample of External Materials - Development

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 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 Policy EN1 of The Adopted Local Plan for Slough 2004.

4. Sample of External Materials - Access

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 Policy EN1 of The Local Adopted Plan for Slough 2004.

5. External Lighting

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.

6. Boundary Treatment

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.

7. Piling Method Statement (Thames Water)

No 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 water 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 water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

8. Working Method Statement

No development shall begin until details of a scheme (Working Method Statement) 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, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

Vehicle wheel cleaning facilities shall be provided and used at the site exit for the duration of the construction period.

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

9. Bin Storage

The bin stores shown on the approved drawings shall be completed in accordance with those drawings 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 EN1 of The Adopted Local Plan for Slough 2004.

10. Windows

Prior to the commencement of development, the windows in the within the north eastern elevation of each floor of the proposed development, shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the Local Planning Authority. The same windows shall be high level opening at a minimum height of 1.8 metres above the finished internal floor level.

REASON To maintain the privacy of amenity of future residential occupiers and those located within Albany Court and to comply with Core Policy 8 of the Slough

Local Development Framework Core Strategy 2006-2026, December 2008.

11. Landscaping Strategy

The landscaping treatment shall be carried out in accordance with Drawing No. LP/LH70SSRS/020 D, Dated February 2016, Received 24/02/2016

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.

Landscape Management Plan

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 shown on the approved landscape plan, and should include a time scale for the implementation and be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

12. Car Parking Provision

Prior to first occupation of the proposed development, the 40 no. car parking spaces shall be provided and made available for use in connection with the proposed residential units and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business or commercial use.

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

13. Rear Service Road

Prior to the commencement of development on site the rear service road coloured **XXXX** on the Section 106 Plan shall be constructed up to binder course level. Upon practical completion of the development and prior to the first occupation of any part of the development the road including footways shall be completed to the satisfaction of the Council. The rear service road shall be constructed to normal adoption standards and implemented fully in accordance with details which shall be first submitted to and approved in writing by the Local Planning Authority.

REASON To ensure safe and convenient access for the occupiers of the development in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy (2006 - 2026), Development Plan Document, December 2008.

14. New Means of Access

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

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

15. Gates

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

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

16. Vehicle Visibility Splay

No part of the development shall begin until details of vehicle visibility splays of 2.0 x 43m have been approved in writing by the Local Planning Authority in consultation with the Highway Authority. No dwelling shall be occupied until the approved splays have been provided. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

REASON To provide adequate forward visibility to enable drivers to see a potential hazard in time to be able to slow down or stop before reaching it, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

17. Pedestrian Visibility Splay

No part of the development shall begin until details of pedestrian visibility splays of 2.4 x 2.4m have been approved in writing by the Local Planning Authority in consultation with the Highway Authority. No dwelling shall be occupied until the approved splays have been provided. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

REASON To provide adequate forward visibility to enable drivers to see a potential hazard in time to be able to slow down or stop before reaching it, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

18. Loading and Unloading

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

REASON To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, this is in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. Cycle Parking

No development shall be begun until details of the amended cycle parking provision (including 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.

20. Secure By Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. The security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The approved details shall be implemented prior to first occupation of the proposed development.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

21. Balconies – Obscure Glass

The proposed balconies shall be of obscured glass and retained in perpetuity unless otherwise agreed in writing with the Local Planning Authority.

REASON To minimise loss of privacy to occupiers of adjoining properties and those of the proposed development in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

22. Electric Vehicle Charging Points

No dwelling shall be occupied until 12 of the undercover car parking spaces have been provided with 7 kW rapid charge electric vehicle charging points and all of the undercover car parking spaces have been provided with electric cabling that is connected to the developments power supply and is suitable for supplying power to 7 kW rapid chargers (that can be installed and connected to the cable at a later date).

REASON In the interest of public health and air quality in particular encouraging use of low carbon emission cars in accordance with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 .

23. No Loading or Unloading

No loading or unloading of goods for residents shall take place directly from Stoke Road at any time unless otherwise approved in writing by the Local Planning Authority.

REASON In the interests of general highway safety and to comply with Core Policy 7 of the Slough Local Development Framework, Core Strategy (2006 - 2026), Development Plan Document, December 2008.

24. Phase 1 Desk Study (LPA)

Development works shall not commence until a Phase 1 Desk Study 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).

REASON To ensure that the site is adequately risk assessed for the proposed development, this is in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

25. Phase 2 Intrusive Investigation Method Statement (LPA)

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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

26. Phase 3 Quantitative Risk Assessment and Site Specific Remediation

Strategy (LPA)

Development works shall not commence until a quantitative risk assessment 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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

27. Remediation Validation (LPA)

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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

28. Compliance with Energy Statement

Prior to first occupation of the proposed development, the measures set within the Energy Statement, prepared by Abbey Consultants (Southern) Ltd, dated 9/12/2015 shall be fully implemented and maintained in perpetuity.

REASON To provide a sustainability and energy efficient development and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

Informatives:

1. 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.
2. 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.
3. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the Piling Method Statement.
4. 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.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

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.

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.
6. 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.
7. 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.
8. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The Council at the expense of the applicant will carry out the required works.
9. 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.
10. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement 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.
11. The applicant must obtain a license from Slough Borough Council for maintaining the highway verge (once dedicated) fronting the application site under Section 142 of the Highways Act 1980.
12. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
13. 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.