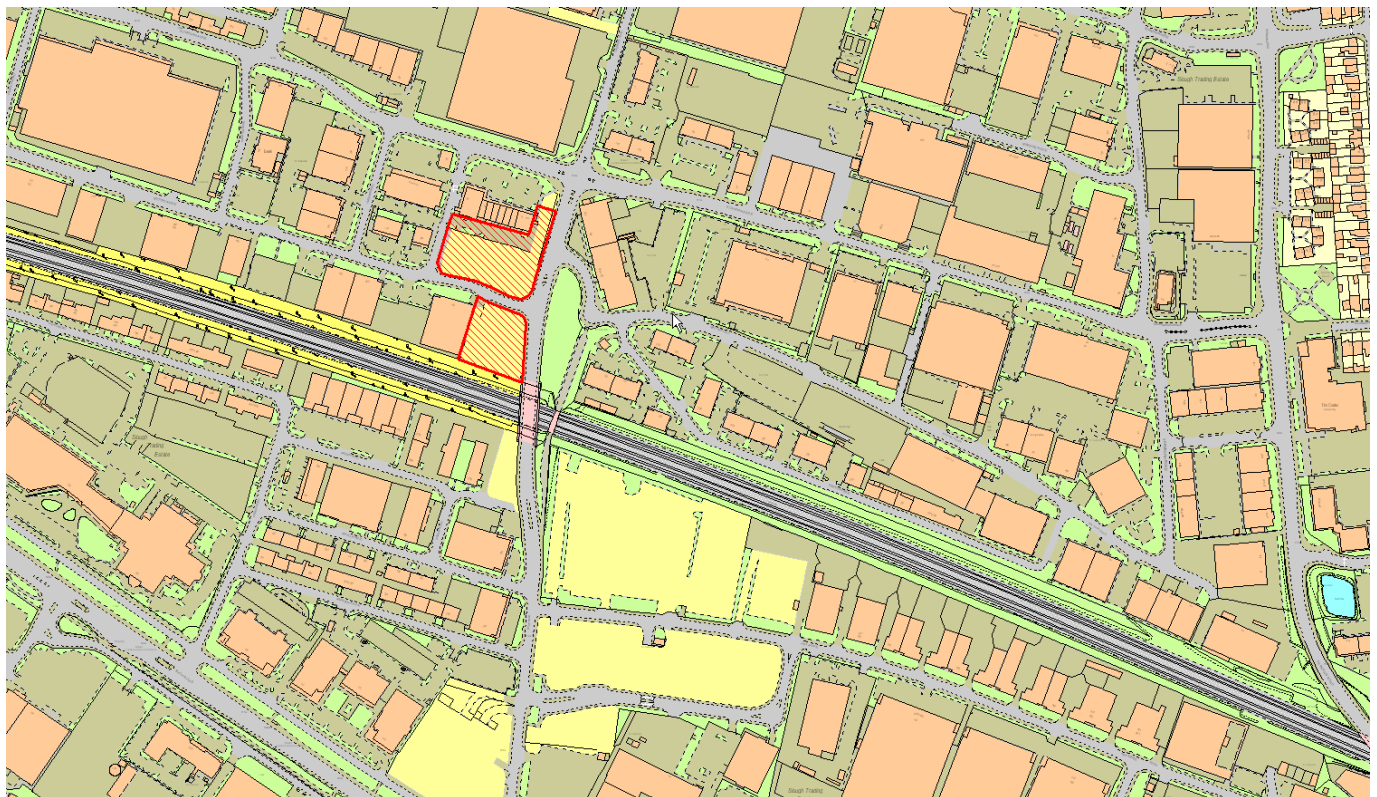


Registration Date:	20 th May 2016	Applic. No:	P/16611/000
Officer:		Ward:	Farnham
		Applic type:	Major
		13 week date:	19 th August 2016
Applicant:	Slough Trading Estate Ltd		
Agent:	Barton Wilmore, Regent House, 4 Homer Road, Solihull, B91 3QQ		
Location:	40 Liverpool Road, Slough, Berkshire		
Proposal:	Redevelopment of 40 no Liverpool Rd comprising the construction of a hotel (use class C1) and 2no ground floor retail units (use class A1/A3), means of access , formation of surface car park, cycle parking facilities, drainage, landscaping and ancillary works.		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 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.
- 1.2 This application has been referred to the Planning Committee for consideration as the application is for a Major Development.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is an application for the Redevelopment of 40 Liverpool Road, comprising the construction of a hotel (Class C1) and 2no ground floor retail units (Class A1/A3), means of access, formation of surface car park, cycle parking facilities, drainage, landscaping and ancillary works.
- 2.2 The schedule of accommodation is given as follows:
- 127 bedroom hotel with restaurant and bar;
 - 2no retail units (one which is capable of being subdivided into 3no units);
 - Separate car parking for hotel and retail units;
 - Drainage, landscaping, plant, and ancillary works;
 - Alteration to the existing building.
- 2.3 The proposed hotel comprises a total of 127 bedrooms in an L-shaped design around the existing service road to the rear of the Buckingham Centre. The proposed building will front Liverpool Rd and Bedford Ave .The hotel entrance is located on the prominent SE corner with a drop off area and disabled parking.
- 2.4 Retail unit 1 as shown on drawing 003 is proposed as an extension of the existing row of shops facing Buckingham Ave with access from Liverpool Rd. Retail unit 2 is proposed facing Bedford Ave, to have customer parking along its southern frontage Retail unit 2 can be subdivided into 2 or 3 units as required.
- 2.5 The application is accompanied by the following documents:
- Site location plan , detailed floor plans, elevations, roof plan and landscape plans;
 - Design, Access & Planning Statement;
 - Planning Statement;
 - Transport statement;
 - Framework travel Plan;
 - BREEAM pre assessment;
 - Written scheme of investigation for a programme of archaeological investigation;

- Flood risk assessment and drainage details;
- Phase 1 and 11 Environmental and Geotechnical assessment;
- Draft Heads of Terms.

3.0 **Application Site**

3.1 The application site is within the Slough Trading Estate, and is prominently located on the corner of Liverpool Rd and Bedford Ave. The site comprises two plots:
 (1) main part of the site is to the north of Belford Ave backing onto the existing Buckingham Centre
 (2) south of Bedford Ave, backing onto the Great Western Railway mainline between London and the West Country.

3.2 The site is located to the south of the existing Buckingham Centre, which is the retail and commercial centre of the Slough Trading estate. The site is currently vacant. Vehicular access to the main site is off Bradford Rd. Vehicular access to the southern site uses the existing crossover off Bedford Ave. Pedestrian access to the site will be from the highway footpaths that surround the site. Pedestrian access should be created between the existing Buckingham centre and the new development. The site falls within the identified existing business area, and forms part of the Site allocation SSA4.

4.0 **Relevant Site History**

4.1 Previous applications of relevance to the site and surrounding area are as follows :

Site History

Previous applications of relevant to the site and the surrounding area are considered to be as follows:

Leigh Road Commercial Core

P/14515/007 SUBMISSION OF DETAILS PURSUANT TO CONDITION 6 (DETAILS OF THE NEW BRIDGE) OF OUTLINE PLANNING PERMISSION *P/14515/003* DATED 18/06/ 2012 FOR OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND ERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Conditions Complied With 23-Dec-2013

P/14515/006 SUBMISSION OF DETAILS TO DISCHARGE CONDITION 16 OF PLANNING PERMISSION P/14515/003, DATED 18/06/2012 RELATING TO ARCHAEOLOGICAL EVALUATION

Conditions Complied With; Informatives 05-Aug-2013

P/14515/005 RESERVED MATTERS (LAYOUT, SCALE, APPEARANCE AND LANDSCAPING) PURSUANT TO CONDITION 3 OF PLANNING PERMISSION P/14515/3, DATED 18 JUNE 2012, FOR THE CONSTRUCTION OF B1(A) OFFICES (PLOT OB01) DECKED AND SURFACE LEVEL CAR PARK (PLOT CP01) CYCLE PARKING, LANDSCAPING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 10-Sep-2013

P/14515/004 NON-MATERIAL AMENDMENTS TO AMEND THE APPROVED PARAMETERS PLAN PL/01/03, LISTED IN CONDITION 4 OF PLANNING PERMISSION P/14515/003, DATED 18TH JUNE 2012 (OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS(A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÉCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS).

Approved with Conditions; Informatives 23-Jan-2013

P/14515/003 OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND REALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÉCHE (ALL D1) HEALTH CLUB/GYM (D2),

TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY

TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 18-Jun-2012

P/14515/000 OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION AND ACCESS AND REALIGNMENT OF LEIGH ROAD), DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTEL (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAYS (A5), CONFERENCE FACILITY, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1), HEALTH CLUB/GYM (D2), TRANSPORT HUB, NEW LEIGH ROAD BRIDGE, PARKING HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 30-Sep-2010

4.2 **Pre-application Advice**

Prior to submission of the application, the Applicant sought pre-application advice from the Local Planning Authority dated 1/4/2016

5.0 **Neighbour Notification**

Extensive neighbour consultation was undertaken as follows :

183 Liverpool Rd; 184 Liverpool Rd; 185 Liverpool rd; 222 Bedford Ave; 201 Bedford Ave

39c and 39d Bedford Rd; 39e Bedford Ave; 39b Bedford Ave; 39a Bedford Ave; 41 Bedford Ave; 42 Bedford Rd; 43 Bedford Rd; 44 Bedford Rd; 45 Bedford Rd; 224 Berwick Ave; 225 Berwick Ave; 40 Liverpool Rd – 10 businesses; 193 Bedford Ave; 37 Buckingham Ave; 37 Bradford Ave; 102 Buckingham Ave; 103 Buckingham Ave; 30-101 Buckingham Ave; 255 Ipswich Rd; 256 Ipswich Rd; 258 Ipswich Rd; 558 Ipswich Rd

One representation have been received from a residential neighbour, stating that the area is well known for its use by prostitutes, and objection is made on that basis.

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 10th June 2016. The application was advertised in the June 10th 2016 edition of The Slough Express.

6.2 **Highways & Transport**

This application is for mixed use development of:

- 127 bed hotel with ancillary bar / restaurant;
- 650m² of A1 / A2/ A3 land use in two separate retail units, which could be sub-divided.

Trip Generation

- There has been some debate regarding trip generation;
- The transport consultant has reduced trip rates by making an allowance for pass-by, diverted and linked trips and it is accepted that it is difficult to be sure how many of these types of trips will occur and therefore the proposed level of vehicle trips related to pass-by diverted and linked is accepted;
- The development will lead to increase in daily vehicle trips by 421 and also there will be an increase in person trips but this has not been calculated in the Transport Statement

Vehicular Access

- Three accesses to the site all of which are existing;
- Visibility splays can be provided at 2.4m x 43m at each access except the northern access which is 2.0m x 43m, which is accepted;
- Modifications are being made to the Bradford Road access and these will need to be done as part of the development. Bradford Road is private so they do not need to be part of the schedule of works;
- Swept path drawings have been provided which demonstrate that on plot servicing can be achieved

Pedestrian Access

The applicant is proposing to make some improvements to pedestrian routes which includes:

- Providing tactile paving on the northern site access, but tactile paving will need to be provided along the length of Bradford Road;
- It is proposed to widen the footway on the radii of the Buckingham Centre access and this is welcomed and ideally should have been shown on submitted drawings. The applicant should cut back some of the hedge around the zebra crossing to improve the visibility splay in this location too as mentioned at the pre-application meeting;
- A build-out is proposed on Bradford Road to provide a footway link to the retail unit;
- Dropped kerbs and tactile paving to be provided to link the hotel to the car park;
- At the pre-application meeting, it was requested that the existing junction of Liverpool Road/Buckingham Avenue be upgraded to include pedestrian crossing facilities. The LHA is still of the view that this is required as the proposed development will increase the attractiveness of the Buckingham Avenue Centre and will increase pedestrian movement to it.

Cycle Access

- The applicant has been made aware of the local highway authority's desire to widen the footway to 3m wide from the pedestrian refuge on Liverpool Road to an appropriate location on Bedford Avenue so cyclists wishing to use the off-road route over the railway line using the pedestrian refuge can do so. This was highlighted at the pre-application meeting and as the applicant has agreed to amend the Arncro barrier in this location then this could be achieved. This would tie in well with the cycle parking which is proposed on the west side of the development;

- The LHA has had considerable correspondence with SEGRO regarding improvements to the proposed shared use footway/cycleway along Leigh Road. This fully widened facility should be in place in time for the opening of this development i.e. the outstanding section in front of 3663 Bidvest;

Car Parking

- 133 parking spaces are proposed for the development of which 100 are for the hotel and 33 for the retail units;
- The LHA has recently allowed a similar development on the edge of the Trading Estate with car parking provision at circa 80% and therefore the proposed provision is considered acceptable subject to improvements to pedestrian, cycle and public transport linkages in the vicinity of the development;
- The Buckingham Centre car park including the new retail spaces that form part of this application should be ParkMark: Safer Car Park Design compliant and this should be secured by condition/S106;

Cycle Parking

- 12 cycle parking spaces are proposed to the west side of the development. This is fine for short-say, but for long stay, bikes will be a great risk of theft and therefore more secure facilities are required. Preferably in the form of cycle lockers and these could be provided on the north side of the building;

Public Transport Access

- There are two bus stops in close proximity to the site and both of them benefit from existing real time passenger information screens;
- As part of the Travel Plan the applicant should commit to have an RTPI screen within the lobby of the hotel to encourage greater use of public transport to and from the development. This would help inform guests on when the new MRT services are to arrive at the nearby stops and also the stops on Buckingham Avenue, which will provide a link to Burnham Station and therefore Crossrail;

Travel Plan

- Generally accepted, but may need some minor changes prior to S106;

Section 106 / S278

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.

Recommendation

Subject to agreeing the S106 and the S278 works no highways objection is raised.

6.3 Drainage Engineer

The surface water drainage proposals and calculations are acceptable in principle however the drainage downstream of the proposed manhole constructed on line of the existing Thames Water sewer is of concern. The existing 150mm diameter pipe

connecting Thames Water manholes 4050 and 3153 is laid at a gradient flatter than 1:300, potentially providing an approximate capacity of only 9 litres per second. Mindful that this sewer conveys surface water runoff from Leigh Road and Bradford Road, and that the sewers in the area already operate under surcharged conditions, and at periods of the year are prone to flooding, we wish to impose a maximum discharge from the proposed site of 5 l/sec. In addition, confirmation that a Consent to Discharge Section 106 Agreement has been approved by Thames Water, together with verification that the existing surface water system has capacity for the aforementioned flow rate, is required.

6.4 **Berkshire Archaeology**

The applicant has submitted with their application a 'written scheme of investigation for a programme of archaeological investigation, for Slough Trading estate (CgMs Consulting March 2013) . This method statement for an exploratory archaeological investigation was prepared in relation to a previous application P/ 14515/003, within which the current application site falls . The exploratory site investigation has since been undertaken including one trial trench within the red line boundary of the application, and the resulted demonstrated very limited archaeological potential. On this basis, no further action is required in relation to buried archaeological heritage.
Hall.

6.5 **Thames Water**

Thames Water advise that there is insufficient capacity in the water supply infrastructure to meet the demands of the proposed development. They therefore request the imposition of a condition requiring the development not be commenced until impact studies of the proposed development on the existing water supply have been submitted to and approved in writing by the LPA.

However, the applicant advise that the site has a private water supply under the ownership of SSE, and that there is no problem with capacity .The applicant has been asked to provide full confirmation of the position in liaison with Thames Water

In relation to waste water, Thames Water advise that there is no problem with capacity and request a condition on flow levels incorporated at the end of this report. However the applicant advises that the sewerage is also under the management of SSE. Again further clarification and proof of the position has been requested.

Thames water also request the installation of a fat trap as confirmed in the proposed conditions contained at the end of this report .

6.6 **Crime Prevention Design Advisor, Local Policing**

Physical security and access control: From the documents provided (DAS and BREEAM PRE Assessment) I note that the hotel design is to achieve a BREEAM rating of 'Very Good'. The BREEAM assessment stated that point to achieve this can be gained by achieving Secured by design accreditation. This include target

hardening (controlling access) to and ensuring surveillance opportunities on specific areas to reduce opportunities for unauthorised access, ASB and crime to occur, increasing the sense of security

To ensure that the opportunity to design out crime is not missed I would also urge the authority to attach the following (or a similarly worded) condition upon any approval for this application; *No development shall commence until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design commercial' accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received written confirmation of SBD accreditation.*

In support of the above condition I make the following recommendation.

- Access control: this is critical in ensuring the safety and security of hotel guests. To prevent unauthorised access into non-public areas, a robust access control system must be installed preventing unauthorised access of external entrances / exits and non public staircases and hotel lifts, leading to corridors and guest rooms. Emergency egress and staircase exits should be installed with panic-bar bolt doors for one way exit only. The doors should also be installed with camera and alarm systems to monitor abuse, preventing authorised guest providing unauthorised access to individuals who have no right to be in the hotel.
- Guest room doors should meet the PAS24:2012 minimum physical security standard and installed with computerised electronic card key locking system for enhanced security. Such a system would record identity of user, date and time of usage, and control time of usage

Hotel car parks (for hotel use), I note from the applicants DAS that there are three hotel parking areas and one retail parking area. Car parks can be problematic in terms of ASB and crime.

To ensure that the opportunity to design out crime is not missed I would also urge the authority to attach the following (or a similarly worded) condition upon any approval for this application; *No development shall commence until details of demonstrating how the principles of 'Safer Parking, will be incorporated and the subsequent 'Park Mark Award' will be achieved and maintained over the life time of the public parking facility have been submitted to and approved in writing. The development shall be carried out in accordance with the approved details, and shall not used until the Council has acknowledged in writing that it has received written confirmation of Safer Parking accreditation.*

CCTV – It is recommended that where natural surveillance of concealed and secluded areas cannot be achieved CCTV (formal surveillance) should be considered. From the documentation I cannot identify details regarding formal surveillance, the type of cameras or their anticipated role or function or o the system will be a monitored or simply a recorded system.

CCTV can have a positive impact on crime, especially when implemented as part of a wider package. However, CCTV should not be considered as an alternative to good design. CCTV is most effective when combined with good lighting and designed to counter a set of offences, and supported by management, continuous monitoring and adequate response. Reception: I note that there is no natural surveillance of guests or other individuals approaching the lifts at lobby level from the front reception desk. Where natural surveillance of secluded areas is not possible, I ask that formal surveillance (CCTV) be installed. In addition, emergency egress and staircase exits, lift doors exiting into non-public areas and corridors leading to guest rooms should be installed with close-circuit cameras to monitor any unauthorised/suspicious visitors. There should be an appropriate ratio of cameras and monitor screens for constant monitoring of entry control points into non-public areas, and swift detection of any unauthorised/suspicious visitors into these areas.

Thames Police ask that a condition is placed on the applicant to develop a CCTV operational strategy prior to the Hotel becoming operational. This will identify what the role of each camera has and to what standard they must achieve.

Thames Police ask if a Premier Inn security standards document is available.

6.7 Environmental Quality

Comments to be reported on the amendment sheets.

6.8 Environmental Protection

Comments to be reported on the amendment sheets.

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 future 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.

7.3 The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 – Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EMP2 – Criteria for Business Developments

Policy EMP7 – Slough Trading Estate

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy EN34 – Utility Infrastructure

Policy T2 – Parking Restraint

Policy T7 – Rights of Way

Pre-app advice letter 5

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Slough Local Development Framework Site Allocations Development Plan Document 2010

Other Relevant Documents/Statements

Slough Borough Council Developer's Guide Parts 1-4

- 7.4 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 has started the formal consultation process.

- 7.5 The main planning considerations in relation to this planning application, are considered to be:
- Principle of development
 - Design and appearance on the character of the area- including landscaping
 - Impact on neighbouring Uses/Occupiers
 - Transport, Highways and parking
 - Noise /Air quality
 - Land Contamination
 - Flood Risk and Sustainable drainage system
 - 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 The proposed development is located within an identified existing Business area (Slough Trading Estate) and the site allocation of SSA4of the Site Allocations Development Plan document relates to the regeneration of the Trading Estate, and the Leigh Rd Central core to provide a mixture of uses , including offices, research and development, light industrial , general industrial, storage and distribution , residential, retail, food and drink, hotels, conference facilities, educational facilities, recreation and leisure uses.

8.3 Site allocation SSA4 of the Site Allocations development plan document states “ *the scale and nature of the proposed retail, hotel and leisure uses , apart from those in the Farnham Rd should be of a scale which would predominately serve the needs of the Trading Estate and minimise the impact on the vitality and viability of the Farnham Rd District centre and Slough Town Centre*”. It is understood that the proposed development is intended to serve the Slough Trading estate and wider employment area, and as such complies with these policies.

8.4 In addition, the LRCC2 outline planning permission (planning ref P/14515/003) granted on June 18th 2012, included 10,500m² of hotel floorspace. The application proposals are for 5040m² of hotel floorspace, and 651m² of retail floorspace, making a total of 5691m² gross external area. The parameters plan approved under that permission showed the proposed hotel use located on the plot to the east and the site of the proposal was allocated for retail use. The overall purpose of the LRCC2 application was to provide a “Leigh Road Commercial Core”, acting as a hub for the Trading Estate. It is considered that the application proposal would relate well to the Buckingham Centre, and against this policy background, the proposed uses are considered to be acceptable.

9.0 **Design and appearance on the street scene**

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 proposed development of 127 bedrooms consists of an L shaped development with additional retail units to the north and south.
- 9.5 The building is 4 no storeys high. The external appearance of the building is largely dictated by the design standards set by Premier Inn, The design standards aim to give a degree of consistency in the architecture and palette of materials in order to reinforce the Premier Inn brand. We are advised by the applicant has been to project the northern elevation of the hotel forward above retail unit 1, to act as a book end to the existing Buckingham centre. This feature is replicated on the southern elevation to define the hotel entrance on the west end of the hotel facing Bradford Rd.
- 9.6 The remaining elevations of the hotel comprise a light coloured smooth render to contrast with the book-ends. The fenestration to the main elevations facing Liverpool Rd, Bedford Ave is grouped into vertical elements combining windows, glazed spandrel panels and pre finished coloured panels. The service yard elevations also have a simple appearance with smooth light coloured render to contrast with the book-ends. The appearance of the ground floor differs from the uppers floors proposed to be of brick curtain walling, glazed shop fronts, and pre-finished panels. A projecting canopy defines the hotel entrance which is extended along the front of retail unit 2. The existing pitch roof on the Buckingham Centre is proposed to be extended to the proposed building in order to simplify the junction between the two buildings.
- 9.7 While the book-end design features do add interest and colour to the building facades, it was considered that the long lines of windows on the plain rendered walls currently would create a very industrial and uninteresting, harsh appearance. This is especially important as both the southern elevation and the eastern elevations will be clearly visible to users of Leigh Rd and Liverpool Rd, a main access route to and through the Trading estate. The applicant has been asked to further break up the long lines of regimented windows and add more visual interest to these important facades, and revised plans making the required changes have been received. In addition the applicant has been asked to provide further detail as to how the existing building facing Buckingham Ave, will be modified to create a suitable junction with the proposed new building at its eastern end. Further details are awaited. In other regards, the scale massing and layout of the development are considered acceptable.

Landscaping

- 9.8 The stated objectives of the landscape strategy are :
- To provide a quality environment for site users, and the wider locality
 - Planting of native species and plants beneficial to wildlife to improve the ecology of the area
 - Soften views into the scheme by strategically planting trees around the site

- Provide wide planting beds to enhance the buildings setting and provide seasonal interest.

A Landscaping Strategy and planting plan has been submitted with the application, which shows two amenity areas; firstly the existing planting to the north of the existing retail area facing Buckingham Ave, which is to be retained. The new planting areas are to the east facing Liverpool Rd, south along Bedford Ave and the proposed car parking area, and west facing Bradford Rd. Along Liverpool Rd a row of trees give an avenue effect and continue the established tree cover elsewhere along this route. Similarly, there is proposed tree planting at the entrance to Bedford Ave and at Bradford Rd. The majority of the new planting is large areas of shrubs around the perimeter of the site, areas of landscaping enclosing a seating area at the rear of the hotel, and screening bin- stores. It is considered that as long as the landscaped areas are well maintained, they provide a suitable setting for the scheme, softening the edges of the development, and providing some screening of car parking and utilities. Due to the importance of this site in relation to main roads through the Slough Trading estate, it is considered vital that the proposed landscaping is well maintained, with planting replaced where there are any losses. For this reason a condition is proposed requiring the applicant to provide a landscape maintenance plan which will be adhered to for the lifetime of the building.

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) There are no residential properties in close proximity to the application site. It is surrounded by the existing retail units facing Buckingham Ave, to the north, business premises, unused buildings and open space to the east, the railway to the south and business premises to the west . The proposed development is 4no storeys in height, so will not appear overbearing in a locality containing a wide range of building scales and sizes.

- b) One objection has been received in relation to a problem of prostitution in the area, however it is considered that this is an issue for the management of the hotel. The area is intended to act as a service hub for the Slough Trading estate, including the provision of convenient hotel space for visitors to the Trading estate and staff.

11.0 **Transport, Highways and Parking**

- 11.1 Subject to the agreeing of the Section 106 and the S278 works, no highway objection is raised.

12.0 **Sustainability**

- 12.1 The scheme has been designed to minimise energy use and the emission carbon dioxide. The BREEAM pre assessment (April 2016) prepared by Hoar Lee demonstrates that a rating of “very good “ can be achieved.

13.0 **Noise**

- 13.1 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.
- 13.2 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.
- 13.3 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.
- 13.4 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.

14.0 **Air Quality/Electric Car Infrastructure**

- 14.1 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.

15.0 **Land Contamination**

- 15.1 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.
- 15.2 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.
- 15.3 A geotechnical assessment has been provided by Delta-Simons Environmental consultants Ltd. The report concludes that, with regard to potential soil and groundwater contamination, issues and associated liabilities, the site represents a low risk status and is an investment opportunity. The Council's Land Contamination Officer has been consulted on the proposals for the site. The response will be provided on the amendment sheets.

16.0 **Flood Risk & Sustainable Drainage System**

- 16.1 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 been submitted with this application and is currently being assessed by the Council's Drainage Engineer. An update will be given on the Amendment Sheet.
- 16.2 The site falls below the 1ha threshold set out in Footnote 20 of the NPPF where a site specific flood risk assessment is required. However, a Flood risk assessment was prepared by John Tooke and Partners and has been submitted with this application. The strategy details how 2no soakaway tanks of a gross volume of 112m³ would be used. The peak runoff rate from the proposed development for a storm event of 100 year period with 30% increase as a result of climate change is 9.8 l/s, which is approximately 30% of the runoff expected from the existing site for a 1 year storm events. The runoff volume from the proposed development will be significantly less than that from the existing site for a 1 year storm event. As such it is considered that the development makes suitable provision for the management of surface water run off in accordance with the relevant guidance in the NPPF, PPG, Core Policy 8 of the Slough Core Strategy. The

17.0 **Archaeology**

- 17.1 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.....”*

The comments from Berkshire County Council demonstrate that the necessary investigation work has been undertaken and no further action is required.

18.0 **S106 Agreement**

- 18.1 Highways have specified that the applicant will need to enter into a Section 106 agreement with Slough Borough Council. This S106 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 as follows :

The highways schedule includes:

- Reinstatement of redundant access points to standard to footway construction (as necessary);
- Installation of street lighting modifications (as necessary);
- Construction of a retaining wall around the site (as necessary);
- Drainage connections (as necessary);
- Construction and dedication as highway maintainable at the public expense, free of charge, of a widened footway between the Liverpool Road refuse and agreed location on Bedford Avenue for the creation of a shared use footway/cycleway;
- Alterations to footway in vicinity of Buckingham Avenue Centre junction (this may not be on the adopted highway);
- Tactile paving along Bradford Road and build-out on Bradford Road (this may not be on the adopted highway);
- Amendments to site accesses (as necessary);

The transport schedule includes:

- Travel Plan;
- Travel Plan Contribution of £4,500;

- TRICS SAM Monitoring;
- RTPI screen within the hotel lobby;
- Buckingham centre car park including retail car park for this site should be ParkMark compliant and maintained at this standard going forward;

Other matters to be covered in the S106 agreement or by condition :

BREEAM very good
SuDS Maintenance

19.0 **PART C: RECOMMENDATION**

19.1 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.

19.2 It is therefore recommended that the application is 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.

20.0 **PROPOSED 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 **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 Pilling Method Statement

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. Landscaping Strategy

The landscaping treatment shall be carried out in accordance with Drawing

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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. Existing planting shown on the plans also to be retained .

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 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. The plan is to cover the entire lifetime of the proposed building .

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

12 Access

No part of the development shall be occupied until the southern access and hotel car park access provide vehicle visibility splays of 2.4m x 43m and pedestrian visibility splays of 2.4m x 2.4m have been provided on both sides of the accesses and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

13 Means of Access - No part of the development shall be occupied until the 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.

14 Redundant Means of Access - No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the plans to be submitted to and approved

in writing by the local planning authority and the works 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.

15 Car Parking

The scheme for parking and manoeuvring indicated 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 and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. 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.

16 Car Parking Security

No development shall commence until details of demonstrating how the principles of 'Safer Parking, will be incorporated and the subsequent 'Park Mark Award' will be achieved and maintained over the life time of the public parking facility have been submitted to and approved in writing. The development shall be carried out in accordance with the approved details, and shall not used until the Council has acknowledged in writing that it has received written confirmation of Safer Parking accreditation.

REASON: to ensure the development meets Design out crime requirements of Thames Police

17 Gates (to be confirmed by highways)

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.

18. Cycle Parking

No development shall be begun until details of the 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. To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway

19. 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.

20 Installation of CCTV

Prior to the occupation of the hotel, a CCTV operational strategy to be submitted to the LPA and approved in writing, then installed and be operational in compliance with the approved operational strategy.

REASON : to comply with Thames Police requirements

21. 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.

22. 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.

23 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.

24 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.

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 (or other operator) 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, or visit thameswater.co.uk/buildover.

Thames water recommends the installation of properly maintained fat traps on all catering establishments. They further recommend in line with best practice, the collection of waste oil by a contractor to recycle for the production of bio-diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewerage flooding and pollution of local watercourses.

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.

WASTE- Thames water advise that with regard to sewerage infrastructure, there are no capacity concerns in relation to this planning application. The proposed foul water drainage strategy involves disposing of flows by gravity to the existing foul water manhole SU95814101 in Bradford Rd. Should the development proposal change, Thames Water would need to be reconsulted.

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 is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 is required to be entered into before the consent can be issued.