

Registration Date:	13 th April 2016	Applic. No:	P/00943/008
Officer:	Neetal Rajput	Ward:	Central
Applicant:	Gill Properties Limited	Applic type:	Major
Agent:	Christopher Wickham Assocs	13 week date:	13 th July 2016
Location:	72-74, Stoke Road, Slough, SL1 5AP		
Proposal:	Demolition of existing buildings and construction of Part 4/Part 5 storey building comprising 287sqm ground floor retail space and 24 no flats (18 no x 1bed and 6 no x 2 bed flats) together with parking provision for 17 no cars and 24 no cycles with access from an extended rear service road.		

Recommendation: Delegate to Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway, air quality and sustainable drainage matters, minor design changes, finalising conditions, satisfactory completion of a S106 Agreement and final determination.
- 1.2 Having considered the relevant policies below, the development is considered not to have an adverse affect on the sustainability and the environment for the reasons set out.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full detailed planning application for demolition of existing buildings and construction of part 4 / part 5 storey buildings, comprising of 287sqm ground floor retail space and 24 no flats (18 no. x 1bed and 6 no. x 2beds) together with parking provision for 17 no. car parking spaces, 24 no. cycle parking with access from an extended rear service road. The proposal includes two buildings to accommodate the proposed flats.
- 2.2 The application is accompanied by floor plans, elevations and sections. In addition the following documents have been provided:
- Planning Statement
 - Design & Access Statement
- 2.3 The scheme has been modelled on the basis of the approved scheme of development on the neighbouring sites at No's. 76-78 and 94-102 Stoke Road:

76 – 78 Stoke Road has been approved in principle, subject to completion of a Section 106 Agreement. For reference planning application P/03678/019 was considered by Members of this Planning Committee on 3rd August 2016 regarding the rear service road and land ownership issues. An amended red line plan was issued and the Section 106 Agreement is progressing.

94-102 Stoke Road was granted planning permission on 2nd June 2014, following protracted negotiations with minor amendments to the scheme subsequently approved on 21st January 2015. A further 3 no. planning applications for minor amendments to that scheme have been submitted and approved in principle subject to completion of Section 106 Agreements.

Although the proposal is submitted as a free standing scheme and is being assessed on that basis, in terms of its siting scale massing bulk layout form design and appearance, it is designed to read as an integral part of the approved schemes at No's. 76 – 78 and 94 – 102 Stoke Road or as extension to them.

- 2.4 The building is 5 storeys high, with the top floor being set back. Given the substantial level difference between Stoke Road and the rear of the site, the fourth floor on the Stoke Road frontage is set back from the Stoke Road frontage and substantially set back from the rear of the site, to reduce its impact. With respect to the building at the rear, this is 4 storeys high. This reflects the pattern of development as was approved on the neighbouring site to the north. 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 for 17 no. cars (including 1 no. disabled spaces) together with servicing and bin store and cycle storage provision. The car park is designed to operate in isolation with the proposed neighbouring development scheme to the north and will be utilising a two way internal circulation.
- 2.5 At upper ground floor level, a retail unit of 278 sqm is proposed on the Stoke Road frontage.
- 2.6 The schedule of accommodation for both blocks is given as follows:

Floor	No. of Units	Unit Mix
Upper Ground	2	1no. X 1 bed 1no. X 2 bed
First	6	4no. X 1 bed, 2 X 2 bed
Second	6	4no. X 1 bed, 2 X 2 bed
Third	6	5no. X 1 bed, 1no. X 2 bed
Fourth	4	4no. X bed
Total	24	18 no. X 1 bed, 6 no. X 2 bed

3.0 **Application Site**

- 3.1 The application site is situated on the east side of Stoke Road and is a roughly triangular site which dimensions 15 metres in width and 56.25 metres in depth.
- 3.2 Vehicular access to the site is available from the rear. Currently the site is occupied by a two buildings with pitched roofs. The buildings scale two storeys on the Stoke Road frontage, there is a substantial fall in the land from west to east across the depth of the site. At ground floor on the Stoke Road frontage there is one retail unit (A1 use class) and an estate agent (A2 use class) with residential units on the first floor.
- 3.3 Immediately to the north of the site is a vacant site which has planning permission for a mixed residential and retail development and is enclosed by hoardings. To the south of the site is Lady Haig which was granted planning permission (P/00106/012) in principle for redevelopment of site to provide 39no. flats in a part 4 / part 5 / part 6 storey building.
- 3.4 To the west on the opposite side of Stoke Road are two storey Victorian

cottages. To the east of the site is a rear service track separating the site from a car repair and body workshop with the rear gardens of residential properties in Fleetwood Road beyond.

3.5 The site lies outside but on the fringe of the town centre area. The immediate surroundings are characterised by a mix of residential and quasi commercial uses. The overall impression is one of gradual decline.

4.0 **Relevant Site History & Background**

4.1 72 Stoke Road:

P/00943/007 Change of use from class A1 to class A2 solicitors shop

Approved with Conditions 14-Nov-2002

P/00943/006 Change of use from A1 (retail) to A2 (estate agents) on ground floor only

Withdrawn (Treated As) 16-Oct-2002

72-78 Stoke Road:

P/08753/002 Demolition of existing buildings (including ground floor retail and first floor residential) and redevelopment to provide a mixed use scheme within a five storey building comprising; semi-basement car park, ground floor retail mall (fourteen no. retail units), four no. floors of residential accommodation above ground floor to provide fifty five no. flats comprising twelve no. x two bedroom and forty three no. one bedroom flats. parking for thirty eight no. cars and 55 no. bicycles and provision of access via a rear service road onto st. pauls avenue (outline planning application with all matters reserved)

Refused 18-Nov-2008

P/08753/001 Demolition of existing buildings erection of part 3 storey part 4 storey retail and office building with semi-basement parking and rear vehicular access to st. pauls avenue.(outline).

Deemed Refusal 01-Mar-1993

4.2 Of particular relevance is planning application reference P/03678/019, which is a full planning application for demolition of existing buildings and construction of a part 5 storey building with undercroft car parking, ground floor retail unit (278sqm), 24 flats (12no. x 1 bed and 12no. x 2 bed) and cycle parking. The proposed development bears many similarities to the current planning application in terms of its scale, massing, bulk, design and appearance, together with the type of development being proposed, including the number of flats, the siting and scale of the retail element. That application was considered by this Committee at its Meeting on 3rd August 2016,

following a revised red line plan and approved in principle subject to subject to resolution of outstanding transport/highway issues, sustainable drainage matters, minor design changes, finalising conditions, completion of a S106 Agreement and final determination.

- 4.3 In addition to the planning history relevant to the application site, the recent planning history for the neighbouring site to the north at 94 – 102 Stoke Road, the development of which is intrinsic to the redevelopment of this site is also important to note:

P/01295/009 - Approved 04-Jun-2014

Erection of a part 5/part 4/ part 2 storey building comprising 55 no. apartments (46 no. one bedroom, 5 no. two bedroom and 4 no. three bedroom), 2 no. ground floor retail units providing 420 sq m of a1 retail floorspace, together with underground undercroft parking for 38 no. cars / cycle parking, amenity space / landscaping and construction of rear service road.

Subsequently, there have been three applications submitted for variations to the approved drawings.

- 4.4 To the south of the site is Lady Haig, the following application was approved in principle by this Planning Committee on 27th April 2016 and this application now subject to satisfactory completion of a Section 106 Agreement:

P/00106/012 - 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.

- 4.5 The application site, along with other sites in Stoke Road were previously identified as commercial redevelopment sites in the previous Adopted Local Plan. Although, these proposal sites were not carried forward within the current Adopted Local Plan, the aim of achieving long term comprehensive regeneration of the area has remained a broad objective of the Council.

5.0 **Neighbour Notification**

- 5.1 2, Fleetwood Road, Slough, SL2 5ET, 15, Queens Court, Queens Road, Slough, SL1 3QR, 17, Queens Court, Queens Road, Slough, SL1 3QR, 11, Queens Court, Queens Road, Slough, SL1 3QR, 19, 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, 110, Stoke Road, Slough, SL2 5AP, 70a, Stoke Road, Slough, SL2 5AP, 12, Fleetwood Road, Slough, SL2 5ET, 79a, Stoke Road, Slough, SL2 5BJ, 79, Stoke Road, Slough, SL2 5BJ, 112, Stoke Road, Slough, SL2 5AP, 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, 69b, Stoke Road, Slough, SL2 5BJ, 83, Stoke Road, Slough, SL2 5BJ, 85, Stoke Road, Slough, SL2 5BJ, 8, Fleetwood Road, Slough, SL2 5ET, Motorcare, 2a, St. Pauls Avenue, Slough, SL2 5ES, 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, Dobsons Timber & Builders Merchant, 104-106, Stoke Road, Slough, SL2 5AP, 18, Fleetwood Road, Slough, SL2 5ET, 87a, Stoke Road, Slough, SL2 5BJ, 87, Stoke Road, Slough, SL2 5BJ, 73a, Stoke Road, Slough, SL2 5BJ, 73, Stoke Road, Slough, SL2 5BJ, 76, Stoke Road, Slough, SL2 5AP, 78a, Stoke Road, Slough, SL2 5AP, 78b, Stoke Road, Slough, SL2 5AP, 106, Stoke Road, Slough, SL2 5AP, 89b, Stoke Road, Slough, SL2 5BJ, 89, Stoke Road, Slough, SL2 5BJ, The Property Bank, 78, Stoke Road, Slough, SL2 5AP, 16a, Fleetwood Road, Slough, SL2 5ET, 16b, Fleetwood Road, Slough, SL2 5ET, 108, Stoke Road, Slough, SL2 5AP, 75a, Stoke Road, Slough, SL2 5BJ, 75, Stoke Road, Slough, SL2 5BJ, 4, St. Pauls Avenue, Slough, SL2 5ES, 14a, Fleetwood Road, Slough, SL2 5ET, 14, Fleetwood Road, Slough, SL2 5ET, 4a, Fleetwood Road, Slough, SL2 5ET, 4, Fleetwood Road, Slough, SL2 5ET, Lady Haig R B L (slough) Club Ltd, 70, Stoke Road, Slough, SL2 5AP, 69a, Stoke Road, Slough, SL2 5BJ, Slough Foyer, 52, Stoke Road, Slough, SL2 5AW, 110a, Stoke Road, Slough, SL2 5AP, 70b, Stoke Road, Slough, SL2 5AP, 12a, Fleetwood Road, Slough, SL2 5ET, 83a, Stoke Road, Slough, SL2 5BJ, 85a, Stoke Road, Slough, SL2 5BJ

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 6th May 2016. The application was advertised in the 20th May 2016 edition of The Slough Express.

5.2

There has been one objection received, this is below:

A plan LH/16/L20 illustrating some of the issues of concern we have regarding the proposed application scheme shown for the site 72-74 Stoke Road, ref P/00943/008.

5.3

This application site directly adjoins our clients' site, which has a consented scheme, at 70 Stoke Road. The proposed development is directly on the boundary of our client's site and any shortfall in standards of provision on 72-74 Stoke Road will directly influence the successful comprehensive development overall. Consistency in the appropriation of planning requirements by the applicants is therefore expected across the developments.

We are not objecting to the comprehensive redevelopment of this part of Stoke Road and we are not too concerned with the proposals being put forward on the front section of the site however, having very recently negotiated our own consent, we are fully aware of potential problems on the rear section if the development goes ahead in the form shown.

To highlight some of these areas of concern..... we consider the inclusion of the Rear Block causes a lot of these problems:

Service Road: The service road proposed is shown at 6m, plus 1.8m footpath either side which is below the size considered acceptable. We were advised by Slough Highways Dept. that the 6m carriageway width, plus 2m footpaths either side, was the minimum acceptable to them.

Impact on Amenity: The development is directly on the boundary. The

proposed boundary wall with a height level of 35.4+ will completely overshadow our amenity area at level 29+, It will be over 6.5 m higher than the ground and could be 7.8m higher if a privacy screen is added as it would need to be. The first floor balcony looks down from a level 35+. Has a Daylight/Sunlight study been prepared? Given the development is directly on the boundary would it be possible for the building to be moved say 300mm in order that the building can be constructed/allow for rainwater pipes etc?

The 15m Separation Distance between the two proposed blocks has precedent, nevertheless we consider the blocks are too close. This separation distance extends to 20m when looking across into our clients units but will still result in issues of overlooking, loss of privacy and negative impact.

Parking: Minimum parking standards on 70 Stoke Road were agreed with Slough Highways at 1 space per unit. The proposed application shows a scheme which appears to provide no parking at all for the commercial units and circa 0.7 of a space for each of the flats.

Very concerned about the nature of the scheme, the lack of detail and, I have to say looking at the site plan attached see Rev B location plan, the extent and accuracy of the material supplied as part of the application. Within our own application on Lady Haig we provided a great deal of information on the design, the impact on the street scene and in particular the Highway. We know our scheme works and we are not reliant on others to implement it. We need sight of comparable information on 72-74, if such details exist. I anticipate that both you and the Highways officers will also be looking at this carefully but my clients are committed to developing this site with a high quality scheme and the nature this application concerns us.

6.0 **Consultation**

6.1 **Highways & Transport**

Application Proposals

The application is for ground floor retail space (287m² A1 commercial) and 24 flats at 72-74 Stoke Road. The 24 flats would consist of 18 one-bed flats and 6 two-bed flats. In addition lower ground floor parking is proposed served by an extension to the approved rear service road.

The existing site includes 340m² of A1 floor space and 7 flats, 5 of which are bedsits and 2 one bedroom flats.

Vehicle Access

- The vehicle access is proposed at the rear from St Paul's Avenue via an extension to the rear service road;
- Vehicle visibility splays are not shown on the drawing and they need to be provided at 2.4m x 43m. The submitted drawings needs to include the development to the south, the plans of which are publicly available and could be incorporated into the submitted drawings so that full splays can be shown;
- It would appear that vehicle visibility splays can be achieved to the north, but not the south and therefore the application should be refused until such a time that the plans are amended to demonstrate that the visibility splay can be achieved.
- Pedestrian visibility splays of 2.4m x 2.4m taken from the back edge of

footway should also be provided on both sides of the access. Currently the access does not provide for these and therefore the scheme needs to be amended to take account of these. This will mean that parking space 1 would need to be deleted and the pedestrian entrance and lift core set further into the building so that these splays can be provided. Until such a time that these changes are made the application should be refused;

- A vehicle access gate or shutter should be provided and this should be set a minimum of 5m into the site, but preferably 6m. I suggest 5m as this would allow the provision of the shutter between spaces 2 and 3, working on the basis that spaces 1 and 2 will be deleted and replaced by the bin store, this will allow for the bin stores to be external to the secure barrier which would improve security of the site; and
- The access should be in the form of a vehicle crossover.

Service Road

- The service road was that approved in respect of the sites to the north (P/01295/010 and P/03678/018) and a continuation to this will be required;
- It would appear that the width of the access road varies from 9.6-10.0m wide. It is important to achieve a consistent width of 6m carriageway and 2m footways and both sides as per the Lady Haig site to the south;
- The service road should be constructed as part of a S278 agreement and the land dedicated free of charge for maintenance at the public expense. The highway works should be secured as part of the S106 agreement;
- Whilst the Design and Access Statement states the service road could be constructed under a Grampian condition, I would expect to be secured through the S106 agreement instead and therefore I would expect to receive confirmation that the applicant owns all of the land required to deliver the access road.

Widening of Stoke Road

- The site frontage is affected by a highway widening line and therefore land at the front of the site will need to be constructed as highway verge/footway and dedicated free of charge for maintenance at the public expense. The land will need to be transferred on first occupation of the development.

Car Parking

- Parking is proposed at the lower ground floor level to accommodate 17 car parking spaces, including one disabled space. The spaces include a 6m manoeuvre space if including the hatched walking area. The disabled space does not meet the standard dimensions for these spaces as it abuts the footway rather than a hatched area. A correctly dimensioned disabled bay should be provided within the plans and therefore this should be amended;
- Taking account of the pedestrian visibility splay and the need to relocate the bin store I would suggest that the maximum number of achievable parking spaces is 15 spaces;
- Whilst Slough's parking standards state that for residential development in a shopping area, nil parking is required, it is appreciated the area is on the edge of a residential area, and the parking provision is in line with that provided and approved for the developments immediately north (76-78 Stoke Road and 94 -102 Stoke Road). Therefore the proposed provision is accepted, although one space will need to be lost to provide the pedestrian visibility splays;
- For the A1/A2 use parking provision should be 1 space per 30m² if there is a shortfall of spaces within the shopping area. It is considered that there is a shortfall of spaces within the Stoke Road area therefore it would not be

- acceptable to provide zero spaces for the retail use;
- The floor to ceiling height of the lower ground floor car park does have a height of 3m if I am reading the Elevation drawing correctly, but this will need to be confirmed as the car park will need to be able to accommodate long wheel base vans to service the retail unit;
- Tracking for a long wheel base van will need to be provided;
- Electric vehicle charging spaces in accordance with IAQM guidance (1 per 10 spaces). 2 spaces should be provided.

Refuse and Servicing

- All servicing will take place from the rear service road.
- There should be a planning condition that prevents servicing of the development from Stoke Road;
- No residential bins store is shown on the plans, but I suspect that this a typing error. There are two retail bins stores so I have assumed the western store is for residential waste and therefore this is sited 20m from the highway when it should be a maximum distance of 10m; and
- Therefore the bin store will need to be relocated and I would suggest that it is sited in spaces 1 and 2 once the pedestrian visibility splay has been taken into account. Revised drawing to be submitted.

Cycle Parking

- The lower ground parking area also includes space for 20 bicycles. The quality of the cycle rack provision is not of sufficient quality and therefore I would request that individual stores are implemented measuring 1m in width x 2m in height x 2m in length;
- By re-siting the bin store I would envisage that at least 18 individual stores could be provided, which would be slightly below full provision, but would be acceptable on the basis that high quality provision is better than low quality provision.

Recommendation

The application should be refused for the following reasons:

- The proposed access is at a point where vehicle visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
- The proposed access is at a point where pedestrian visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

However it is considered that the reasons for refusal could be overcome if changes are made to the application as described above. The applicant would then need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and for the collection of the contributions schedule.

The applicant should prepare a s278 Adoption Layout (Slough Borough Council Drawing Number 8/27/**P1) to show the works required. This plan should be appended to the s106 and correspond to the Highway Works Schedule.

6.2 Neighbourhood Protection

Issue 1 – Noise

Occupiers of the development may be adversely affected by road traffic noise from the activities from the retail units, plant noise and noise from the car park.

As such, I would suggest a planning condition to protect the occupants from external noise. Measures to minimise effects of external noise on new dwellings:

The development shall not begin until a scheme for protecting the proposed dwellings from external noise has been submitted to and approved by the Local Planning Authority. Any works, that form part of the scheme approved by the Local Planning Authority, shall be completed before any permitted dwelling is occupied, unless an alternative period is agreed in writing by the Local Planning Authority.

REASON: To ensure that the amenities of the future residents is not adversely affected by noise. Occupiers may also be adversely affected by noise associated with the retail units such as customers. As such, consideration must be given to the hours of operation of the units. I would recommend that hours of operation mirror those to similar premises in the area so as not to increase the noise levels in the area.

Issue 2 - Refuse storage and collection

Where there is a combination of residential dwellings and commercial units, problems often arise relating to the separation of domestic and commercial waste. It would therefore be necessary for the developer to ensure that there is a clear distinction between the storage of both types of waste.

I would recommend attaching a condition requiring the developer to provide details of the refuse storage (including putrescible materials) and access of vehicle collection within the curtilage of the premises.

6.3 Environmental Quality

Would recommend that as a minimum that the developer as part of their S106 travel plan agreement incorporates a car parking management plan and provides at least 2 Mode 3 EV charging points within the car park bays (preference would be post mounted EV chargers but wall mounted units would be acceptable if there are space limitations).

The management plan should focus on how the developer intends to encourage use of EV charge points and also ensure access by any resident or visitor to the development. It is recommended that the EV charging is a token operated EV charging point.

Please see Rolec Payment and Management Solutions as example (Autocharge pedestal).

<http://www.rolecsev.com/ev-charging/product/pay-to-charge-solutions>

The alternative option, if the developer does not want to go down a token operation, is to hard wire the unit into the Lighting Circuit for the building (as I suspect there will be communal lighting) and then issues each flat an RFID card to use the points at any time. I can't see it being practical to allocate the EV parking bays to a specific flats.

6.4 Land Contamination

The proposed development is partially located on a former Brickworks site. 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 150m of at least seven other potentially contaminated land sites, three of which have entries in the Disused Tank Registry.

Based on the above, the previously recommend conditions should be placed on the Decision Notice.

6.5 Housing Development

An update will be provided on the Amendment Sheet.

6.6 Drainage Engineer

Drainage Strategy prepared by WSP Parsons Brinckerhoff has been submitted on 28th July 2016, the Council's Drainage Officer has reviewed this and further information is required:

1. Evidence of the existing drainage connection to Thames Water's sewer in Stoke Road serving the site is required.
2. Confirmation of Thames Water's approval to the 20% reduction in surface water flow leaving the site is to be provided.
3. Although it has been stated that Thames Water have agreed to accommodating a 12.2 litres per second discharge from site, Slough Borough Council's philosophy is that a maximum 5 l/sec flow rate per development is to be applied.
4. Coincidentally, the flow restriction specified above can also be calculated using the Rational Method where $Flow = 0.035Ha \times 50mm/hr \times 2.78$ which equates to just under 5 l/sec, and is also approximately the flow generated in the Win-Des Storm Sewer Design calculations.

Any update will be included on the Amendment Sheet.

Thames Water

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

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.

Water Comments - 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.

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:

WASTE: The applicant is requested to provide a drainage strategy outlining the proposals for foul water and surface water. Thames Water will require the point/s of connection to the public sewer system as well as the anticipated flow (including flow calculation method) into any proposed connection point. This data can then be used to determine the impact of the proposed development on the existing sewer system. In addition please indicate the overall reduction in surface water flows. i.e. existing surface water discharges (pre-development) into the public sewers for the 1 in 30 storm event versus the new proposed volumes to be discharged.

Crime Prevention Design Advisor, Local Policing

Private Residential Underground Car Park: A condition be imposed on this

6.8 application to ensure that the car park be secured and access controlled through the inclusion of self closing electronic gates or shutters. These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. Audio link between gates/shutters and retail units should be provided to allow for goods delivery and refuse collection access. I ask that this matter be dealt with prior to planning permission being granted.

Communal Access Control: A condition is imposed on this application to ensure that a communal entrance door is installed within the lower ground Stoke Rd core and that all Communal entrance door access control systems will include electronic remote release with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel. Details should be provided prior to planning approval being considered.

Cycle Store: A condition is imposed on the applicant to secure all cycle storage facilities through the inclusion of self closing secure doorsets compliant with the physical requirements of PAS24:2012 with electronic remote release locking systems, preventing unauthorised access to cycle stored within. I ask that this matter be dealt with prior to planning permission being granted.

Postal deliveries: Best practice advises that Tradesman's Buttons (allowing postal deliveries) must not be fitted as unauthorised individuals can also use these to gain access to private residential areas. The preferred management of mail delivery is either via external wall mounted letterboxes or via 'through the wall' mail deliveries. This ensures the internal corridors and stairwells of the apartments remain private. I would ask that additional information regarding the location of mail boxes and management procedures detailing the management of postal deliveries to residents is submitted for approval prior to planning permission being granted.

7.0 **PART B: PLANNING APPRAISAL**

7.1 **Policy Background**

7.2 The application will be assessed against the following policies:

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

7.4 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 and 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.

7.5 Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural & Built Environment)
- Core Policy 12 (Community Safety)

7.6 Adopted Local Plan for Slough 2004

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- H13 (Backland/Infill Development)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)

7.7 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 for 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.

Other Relevant Documents/Statements

- 7.8
 - 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

7.9 The main planning considerations are considered to be:

- Principle of Development
- Design and Street Scene Impact
- Impact on neighbouring Uses/Occupiers
- Housing Quality
- Housing Mix and Affordable Housing
- Flood Risk & Sustainable Drainage System
- Land Contamination
- Archaeology
- Transport, Highways and Parking
- 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.

8.2 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.

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 within the Stoke Road neighbourhood shopping area, and 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 It is further considered that in terms of viability that for any scheme of development to support infrastructure requirements including the provision of affordable housing, if the scheme is able to sustain such provision, land for road widening across the Stoke Road frontage and the provision of a rear service road, that a high density scheme would be necessary.

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 scale, bulk height massing and appearance is the same as the adjacent site and shows this application as an extension to/integral part of the neighbouring developments at No's. 76 – 78 and 94 -102 Stoke Road, for which planning permission has been granted, but is not yet implemented. The proposed development maintains a similar appearance, including heights set backs, external finishing and fenestration. However, the current application shows the development as a freestanding proposal, capable of development in its own right.

- 9.5 Under normal circumstances the scale bulk and massing of the development would need to address its surroundings, particularly given the existence of two/three storey buildings immediately abutting the site to the south, against which a development of the scale being proposed would look at odds in terms of the general street scene. However, this principle was accepted in relation to the neighbouring sites to the north at No's. 76 – 78 and 94 – 102 Stoke Road, whereby a similar scale of development has been approved and which

sits between existing developments which are only 2/3 storeys in height. Furthermore, 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 scheme approved on the neighbouring sites and the need to support the regeneration of this part of Stoke Road. The applicants have adopted a design solution for the site which has been tried and tested in relation to the neighbouring site to the north.

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.*

10.2 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.

10.3 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*.....

10.4 The following potential impacts are identified:

a) 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 28.7 metres from the rear garden boundaries of the properties in question and approximately 54 metres from the rear elevations of the properties in question.

b) Potentially overbearing development for the proposed residential occupiers at Lady Haig. An objection has been received from the agent's of the Lady Haig development and they have submitted a drawing showing that there will be a 20m separation distance from the rear habitable room windows proposed at the Lady Haig and the proposed rear block at the application site. It should be noted that this distance is considered to be acceptable as the minimum separation distance required is 21m and as development is not directly opposite the site but adjacent to, the shortfall of 1m is acceptable. There is also a concern regarding the impact of the proposed flank wall of this development on the amenity area proposed at Lady Haig. With respect to the parking standards and service road concerns raised, amendments have been requested from the Highways Department.

Given, the redevelopment of the neighbouring sites and the pattern of development, it would be difficult to resist this development and warrant a sufficient reason for refusal. It should be taken into consideration that Lady Haig was designed to prevent sterilisation of this site, in terms of the non aspect windows in the northern elevation, ensuring no direct overlooking or loss of privacy.

It should also be noted that no flank wall windows, are being proposed within the flank of this development. With this condition in place there would be no direct overlooking or loss of privacy.

11.0 **Quality of Housing**

11.1 All flats have a reasonable aspect and the layout is similar to that of the neighbouring sites at No's. 76 – 78 and 94 – 102 Stoke Road. At upper ground floor level there is a separation distance of 11 metres between the rear elevations of the 2 no. ground floor flats and the blank rear wall of the retail unit. Whilst this falls below the Council's normal requirement for a minimum distance of 15 metres, the intervening area is shown as private terraces to serve the flats in question and which provides a quality usable private space for the occupiers. At first to third floor levels the separation distance between primary elevations of opposing flats is 15 metres, which falls short of the 18 m which is normally required in such situations. However, the balcony screens serving each of the opposing flats in question can be suitably treated to ensure no loss of privacy. Further, this relaxation follows the pattern of development which was achieved in relation to the neighbouring schemes at No's. 76 – 78 and 94 – 102 Stoke Road and for which planning permission has been granted or approved in principle.

11.2 With respect to internal room sizes these have been assessed against the Council's Flat Conversion Guidelines. It is confirmed that all flats generally comply.

11.3 All flats have a reasonable aspect and would receive sufficient light and sunlight. All of the flats with balconies would require the installation of privacy screens to protect privacy.

12.0 **Housing Mix and 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 as retail is to be re-provided on the ground floor. It is considered that an appropriate mix is not being provided, however given the site specifics in terms of the width of the plot, this prevents the inclusion of more 2 bed flats 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.* By reference to the Developers Guide being a development of 24 no. units requires payment of a financial contribution to fund the provision of affordable housing off site. The Housing Development Section are yet to provide comments, however the Design and Access Statement confirms that the applicant will enter into a s106 Agreement to contribute towards affordable housing.

An update will be provided on the Amendment Sheet.

13.0 **Sustainable Drainage System**

13.1 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. Please refer Section 6.6 of this report regarding drainage.

14.0 **Land Contamination**

14.1 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.

14.2 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.

Conditions are required including the submission of a desk top study and mitigation if appropriate.

15.0 **Archaeology**

15.1 Berkshire Archaeology's Historic Environment Record (HER) records no known archaeological sites or monuments within or immediately adjacent to Nos 72-74 Stoke Road.

15.2 The site at No's. 72-74 Stoke Road lies adjacent to a number of sites on the east frontage of Stoke Road that have been subject to recent planning applications. Research associated with some of these applications has demonstrated that in the late 19th century and early 20th century, a large area to the east of Stoke Road, south of the Grand Union Canal and north of the railway line lay within a 'Brick Works' including large areas subject to clay (brickearth) extraction. This included the area currently occupied by Nos 72-

74 Stoke Road.

15.3 On this basis, the site at Nos 72-74 Stoke Road has been subject to previous, significant ground disturbance and there are no grounds to consider that any buried archaeological remains, if present, might survive within this site. Therefore content that there are no implications for the buried archaeological heritage with this application and no further action is therefore required in this regard.

16.0 **Transport, highways and Parking**

16.1 *Trip Generation*

Trip generation has not been assessed by the applicant, but given there is a small reduction (53m² of A1 floor space) and an increase in residential units of at least 17 then there is likely to be a small intensification of use compared to the existing development.

16.2 *Pedestrian Access*

The pedestrian access from the front is proposed directly from street level from Stoke Road.

Pedestrian access from the rear is via the service road and lifts and stairs take residents up to the flats.

16.3 *Car Parking*

Parking is proposed at the lower ground floor level to accommodate 17 car parking spaces, including one disabled space.

Detailed Highways and Transport comments can be found in Section 6.1 of this report. Amendments to the development will be required and any update will be provided on the Amendment Sheet.

17.0 **S106 Agreement**

17.1 Given the scale of the development it is not proposed to pursue either education or open space financial contribution.

17.2 The Section 106 Agreement will need to include an obligation that the application site including the rear service road, is built out as part of a larger development including the neighbouring site at No's. 76 – 78 and 94 – 102 Stoke Road, Lady Haig for which detailed planning permission is already granted or approved in principle.

17.3 A financial contribution will be payable in lieu of the provision of affordable housing on site. The trigger points for payment are to be negotiated, although it is likely to be on the basis of 50% payable prior to first occupation and the remained payable prior to the occupation/sale of the 12th dwelling.

17.4 The Council's Transport and Highway Engineers have advised the following S106 requirements:

The highways schedule includes:

- Temporary access point for construction (as necessary);
- Installation of crossover / junction;
- Reconstruct the footway fronting the application site on Stoke Road;
- Reinstatement of redundant access points to standard to footway construction (as necessary);
- Installation of street lighting modifications (as necessary);
- Drainage connections (as necessary);
- Gully cleaning (nearest gullies around the site and site access);
- Dedication as highway maintainable at the public expense, free of charge, of sight line areas;
- Construction and dedication as highway maintainable at the public expense, free of charge, the access road associated infrastructure and turning area(s);
- Construction and dedication of the verge/footway on Stoke Road that forms part of the highway widening line, dedication free of charge, for maintenance at the public expense;
- Construction and dedication of the section of rear service road that runs along the rear of the site to include 6m carriageway and 2m footways on each side of the carriageway. The new service road to be dedicated to the local highway authority for maintenance at the public expense; and
- Marking and signing of double yellow line restrictions on rear service road section within site.

The transport schedule includes:

- £3,000 contribution towards traffic regulation order for the implementation of waiting restrictions on the rear service road;
- Residents of the development ineligible to receive on-street parking permits in any existing or future on-street parking scheme;
- Provision of welcome packs to residents produced in accordance with the template to be provided by Slough Borough Council.

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.

17.5 The above requirements may be subject to change and any such changes will be reported on the Amendment Sheet.

18.0 **PART C: RECOMMENDATION**

18.1 **Recommendation**

18.2 Delegate the planning application to the Planning Manager for approval, subject to resolution of outstanding transport/highway, air quality and sustainable drainage matters, minor design changes, finalising conditions, satisfactory completion of a S106 Agreement and final determination.

19.0 **PART D: CONDITIONS AND INFORMATIVES**

List of draft conditions are provided below:

19.1 **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. 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, a strategy for the management of construction traffic to and from the site together with details of parking/waiting for demolition/construction site staff and for delivery vehicles.

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.

8. Bin storage

No part of the development shall be occupied commence until bin storage has been provided on the lower ground floor car parking deck and suitable storage area to be provided in accordance with the standards set out in the Slough Developers Guide.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

9. No flank windows

No windows shall be provided within the flank wall elevations of the development facing due north and due south without first obtaining in writing the approval of the Local Planning Authority.

REASON To prevent overlooking or loss of privacy of neighbouring land in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

10. Sustainable Drainage – Wording TBC

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 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 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 XX 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 visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. 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 be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON To provide adequate 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

No part of the development shall commence until details of a scheme for car parking, garaging and manoeuvring in accordance with the Local Planning Authority's "Car Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and that area shall not 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 accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document,

December 2008.

19. Cycle Parking

No part of the development shall be occupied until 18 in number covered and lockable cycle parking stores measuring 2m in length x 2m in height and 1m in width are provided. The cycle parking shall be provided in accordance with these details 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

Prior to the commencement of development details as to the siting and appearance of privacy screens to all proposed balconies and terraces within the development shall be submitted to and approved in writing by the Local Planning Authority and the privacy screens shall be installed fully in accordance with the approved details prior to first occupation.

REASON To ensure privacy and amenity for existing neighbouring and future residential occupiers in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

22. Electric Vehicle Charging Points – TBC / S106

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 servicing

There shall be no servicing of the development from Stoke Road.

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. Ventilation - lower ground floor car park

No development shall commence on site until details of ventilation to the lower ground floor car park have been submitted to and approved in writing by the Local Planning Authority. The ventilation system shall be implemented fully in accordance with the details approved prior to the first occupation.

REASON To prevent air pollution and to protect the amenities of the local residents and to comply with the National Planning Policy Framework

29. Air conditioning or other ventilation plant

All air conditioning or other ventilation plant used in relation to the retail unit shall be designed to ensure that external noise generated by the plant or equipment shall not at any time exceed the ambient sound level as measured at the site boundary when the equipment is not in operation. This shall be implemented prior to first occupation of the development and retained at all times in the future.

REASON To minimise the impact of the noise generated by the equipment on the amenities of the local residents in accordance with the National Planning Policy Framework.

30. Retail – Use Class Order

The retail units hereby approved shall be used for Classes A1, A2 and A3 of the Town and Country Use Classes Order 2005 and for no other purpose unless otherwise approved in writing by the Local Planning Authority.

REASON To protect the amenities of existing and future residential occupiers and to comply the National Planning Policy Framework.

31. A3 Use

In the event that the retail unit comprises of an A3 use then prior to commencement of the use, details of fume extraction and ventilation equipment to be installed at the site shall be submitted to and approved in writing by the Local Planning Authority. This equipment shall be installed prior to commencement of the retail use and retained in a working condition at all times to the full satisfaction of the Local Planning Authority.

REASON To protect the amenities of existing neighbouring and future residential occupiers and to comply with the National Planning Policy Framework and Core Policy 8 of the Slough Local Development Framework

32. Noise

No development shall commence until details of sound insulation of the flats hereby granted permission have been submitted to and approved by the Council and these approved details shall be implemented on site prior to first occupation of the development.

REASON To protect the occupiers of the flats from the external noise environment in the interests of residential amenity and in accordance with the National Planning Policy Framework.

33. Thames Water

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

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

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. 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 recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.

The applicant is requested to provide a drainage strategy outlining the proposals for foul water and surface water. Thames Water will require the point/s of connection to the public sewer system as well as the

anticipated flow (including flow calculation method) into any proposed connection point. This data can then be used to determine the impact of the proposed development on the existing sewer system. In addition please indicate the overall reduction in surface water flows. i.e. existing surface water discharges (pre-development) into the public sewers for the 1 in 30 storm event versus the new proposed volumes to be discharged.

4. 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.
5. 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.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
7. 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.
8. 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.
9. 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.
10. 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.
11. 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.
12. 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.

