

Registration Date:	8 th March 2017	Application No:	P/00442/014
Officer:	Mark Doodes	Ward:	Haymill & Lynchill
Applicant:	Mr Bates c/o agent	Application Type:	Major
		13 Week Date:	7 th June 2017
Agent:	James Iles, Pro Vision, Grosvenor Court, Ampfield, Winchester, SO51 9BD		
Location:	Land At 426/430 Bath Road, Slough		
Proposal:	Demolition of existing buildings and redevelopment to provide up to 60 dwellings (one, two and three bedroom flats), including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure (Outline application to consider access and scale).		

Recommendation: Delegate to the Planning Manager for Approval



426-430 Bath Road

1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be delegated to the Planning Manager for approval subject to conditions and satisfactory completion of a Section 106 agreement and that no new material objections arise as a result of the press notice to agree any minor amendments to the planning application and finalising conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is an outline application (Access and Scale only to be considered) for the proposed erection of a maximum six storey building on a site comprising two commercial / offices plots. The illustrative scheme steps down, eventually to two stories along the rear boundary. The proposed development would provide up to 60 flats (no mix is provided) in Class C3. Whilst no mix is provided the submission indications that there will be a mix of one, two and three bedroom flats. The proposed building would front Bath Road.
- 2.2 50 car parking spaces are provided and 60 cycle spaces.

- 2.3 The existing access from the Bath Road will be removed and the new access will be from Station Road in the same location as the existing access.

3.0 Application Site

- 3.1 The 0.21 Ha site is on the corner site of Station Road and Bath Road. The site is brownfield in nature and comprises a branch of a national multiple car tyre business and the other is an office. The site is not in either of the Simplified Planning Zones.
- 3.2 There is no residential use on the site at the moment. The site is not in a Conservation Area. There is a Listed Milestone on the opposite side of the A4 in the traffic island. There are three birch trees along the site frontage.
- 3.3 To the north of the site is a parking courtyard to the existing flats on the adjacent site. These flats were approved in 2004 are five storeys tall and are finished in buff brick and render with a flat roof.

To the north of the Station Road end of the site are a few mixed uses conversions with A1 uses on the ground floor and flats above. These were two storey homes when constructed but have been modified to the rear for commercial purposes.

- 3.4 To the south of the site are semi detached inter-war style family dwellings which appear to be in largely original condition from the frontage.
- 3.5 The surrounding wider area comprises a mix of commercial and residential uses. The more immediately locality, north of the A4, mainly of a residential nature.
- 3.6 The site is approx. 2.5 miles from the Town Centre, 1 Mile from Junction 7 of the M4 and 500m from Burnham Station. There are a number of bus stops nearby on the Bath and Station Road.

4.0 **Site History**

- 4.1 A number of planning applications have been submitted, but these relate to the respective businesses presently on the site and are of a minor nature (advertisements, minor alterations etc.).

5.0 **Neighbour Notification**

- 5.1 Dancia International Ltd, 1, Station Road, Cippenham, Slough, SL1 6JJ,
Multi Media Marketing Ltd, 1a, Station Road, Cippenham, SL1 6JJ,
449, Bath Road, Slough, SL1 6AA,
445, Bath Road, Slough, SL1 6AA,
441, Bath Road, Slough, SL1 6AA,
437, Bath Road, Slough, SL1 6AA,
2, Iona Crescent, Slough, SL1 6JH, Cippenham
Dynasty, 9, Station Road, Cippenham, Slough, SL1 6JJ,
Copyden, 3, Station Road, Cippenham, Slough, SL1 6JJ,
Cheque Point Charlies, 424, Bath Road, Slough, SL1 6JA,
2, Station Road, Cippenham, Slough, SL1 6JJ,
435, Bath Road, Slough, SL1 6AA,
447, Bath Road, Slough, SL1 6AA,
439, Bath Road, Slough, SL1 6AA,
443, Bath Road, Slough, SL1 6AA,
424a, Bath Road, Slough, SL1 6JA,
Atlantic House, 7, Station Road, Cippenham, Slough, SL1 6JJ,
Premium Claims, 3a, Station Road, Cippenham, Slough, SL1 6JJ,
Furnival Entertainments Ltd, 1b, Station Road, Cippenham, Slough
A1 Garden Contractors Ltd, 1a, Station Road, Cippenham, Slough
Numbers 1-51, Holyhead Mews, Slough, SL1 6BD,
Numbers 2-50, Holyhead Mews, Slough, SL1 6BD,

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site on the 13th of June 2017 and the application has been advertised in The Slough Express, the details of which will be provided to members as an update.

5.2 No neighbour representations have been received at the time of writing this report.

6.0 Consultation

6.1 Transport and Highways

No objection, subject to a number of off-site contributions. A number of changes/recommendations have been requested at the reserved matters stage;

- Car parking at 1 space per unit;
- Pedestrian visibility splays provided both sides of the access;
- Individual cycle parking stores measuring 2m x 2m x 1m for each flat;
- Scheme amended to take account of the highway widening line on Station Road;
- Agreement to the S106/S278 package of works as set out below;
- 6 electric vehicle charging points to be provided in accordance with IAQM guidance (May 2015) at 1 space per 10 units;

6.2 Drainage Engineer

The site is within Flood Zone 1 and is less than 1 Ha in size. As such a flood risk assessment is not required to be submitted but formed part of the submission. This included a surface water drainage strategy.

No objection has been raised by the Lead Local Flood Authority to these proposals or the supporting documentation provided.

Conditions requiring the full details of the surface water drainage strategy, existing and proposed run-off calculations, details of the ongoing management and maintenance of the SuDS infrastructure to be provided prior to commencement of development have been added to the consent.

6.3 Environmental Protection

A Phase 1 Desktop study was submitted with the planning application due to the brownfield nature of the site and the commercial / industrial uses presently on part of the site. The Environmental Quality team were consulted as part of the application. No objection subject to a phased contaminated land study.

6.5 Thames Water

No comments received at the time of writing this report.

6.6 Crime Prevention Design Advisor

No objection, subject to a condition to ensure the final approved scheme meets Secure by Design standards.

6.7 Environment Agency

No objection, subject to soil investigation and remediation conditions.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework and the Planning Policy Guidance (including Chapter 12)

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 5 – Employment (inc. “Areas for Major Change”)

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 8 – Natural and Built Environment

Core Policy 9 – Natural and Built Environment

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density

Policy H14 – Amenity Space

Policy EN1 – Standard of Design

Policy EN5 – Design and Crime Prevention

Policy T2 – Parking Restraint

Policy T8 – Cycling Network and Facilities

Composite Local Plan – Slough Local Development Plan and the NPPF - PAS Self Assessment Checklist

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.

Other relevant documents

Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
Slough Local Development Framework Proposals Map
Slough Borough Council Developer's Guide Parts 1-4
Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)
Guidelines for Flat Conversions (April 1992)

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Relationship with neighbouring properties;
- 4) Amenity space for residents;
- 5) Parking and highway safety.

8.0 **Principle of Development**

8.1 The proposed development would be carried outside the town

centre but in an area identified in the Core Strategy as being an Area of Major Change by the Core Strategy Key Diagram on page 53 of the DPD.

- 8.2 Core Policy CP5 is spatially designated and the areas chosen underwent rigorous testing at Examination in Public based on their sustainability merits. There is no need to revisit this process.
- 8.3 The policy seeks to allow a variety of uses would be acceptable, including residential.
- 8.4 The Framework places much emphasis on “*boosting significantly the supply of housing*” (paragraph 47) and about the importance of making the optimum use of valuable land. The LPA are of the firm view that the public balance weights strongly in favour of a large quantum of housing on this site, against a modest level of local employment generated by the site at present. Officers are also aware that the delivery of housing is in itself also an economic gain for the area due to increased domestic spend and other activity.
- 8.5 The delivery of housing, including much needed affordable housing, is also assigned significant weight in the social thread of sustainable development as set out in Paragraph 6 of the NPPF.
- 8.6 As such the principle of losing employment generating land and replacing it with residential is accepted as having significant social and economic gains and is accepted in principle.
- 9.0 **Design and Impact on the Street Scene**
- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.
- 9.2 The proposed building would be six storeys in height which is similar to the five storey block of flats at the adjoining Holyhead Mews. The appearance has not been finalised at this stage. It is considered that the materials could be selected to respond to those found in the locality, this has been conditioned. The scale of the building is considered to be a good addition to the locality including Holyhead mews.
- 9.6 Indicative plans show that the proposal could be provided capable of respecting the building lines and could be of a high quality design. Noting the nature of the outline scheme, the proposed development is considered to raise no design and street scene concerns and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

10.0 **Relationship With and Potential Impact on Neighbouring Properties**

- 10.1 The main area for consideration would be with respect to separation distances between neighbouring developments and resultant overlooking, overshadowing and overdominance. These considerations are tempered against the outline nature of the proposals, however “Scale” is a consideration to be dealt with at this stage and therefore whilst separation distances are not fixed herein the potential for overshadowing and the creation of a sense of enclosure can be considered at this stage.
- 10.2 The guidelines set out in The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document regarding generally acceptable separation distances within a residential context are considered to be of relevance.
- 10.3 There is a separation distance, shown on the indicative drawings, of 12m to Holyhead Mews (to the east) due to an access road. This means that in order to meet the 15m primary elevation to gable separation distance, the scheme would need to be inset by 3m. This distance is not going to pose an unreasonable constraint on a site that measures 62m wide. Such an inset can be requested in any event. As discussed in the site description many of the units in the terrace of two storey homes along this part of Station Road have been converted to commercial properties.
- 10.4 Accordingly, amongst the more immediate units, there are no rear gardens to overlook as these are parking and service areas. Equally the windows on the rear elevations will all face west and this fact, combined with the modest separation is sufficient to mean that there are no concerns raised as regarding impact of the proposals to the south or western elevations. The scheme steps down to two stories along the rear boundary. This is considered to be a sensitive choice on the part of the architect in that this domestic scale will have a lesser impact in terms of over dominance than a fuller developed site. The inclusion of the words “upto” on the application form give officers comfort that the scale can be reasonably fixed at this stage since the headline number of units can be feathered to the site constraints at the Reserved Matters stage.
- 10.5 In summary, no conflict is found with regards Core Policy 8 of The Core Strategy. The scheme is able to respect its location and surroundings and respect the amenities of adjoining occupiers. Had the building been any taller different conclusions would likely have been drawn.

11.0 **Amenity Space for Residents**

11.1 The illustrative layout suggests a small amenity area as part of a core courtyard area at the ground floor (car parking deck). There are no details at this stage as regards the provision of the units.

11.2 There is scope to provide an inset amenity deck on the top floor at the Reserved Matters stage. The nearest public park is at Cippenham which is close by the site on the southern side of the A4. Off-site open space contributions at £250 per unit are sought via a legal agreement.

11.3 It is considered that at the Reserved Matters stage the proposal could comply with Core Policy 8 of the Core Strategy, Policy H14 of The Adopted Local Plan for Slough and the National Planning Policy Framework.

12.0 **Parking and Highway Safety**

12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

12.3 The existing building is located in a sustainable location and has a wide range of schools, transport, shops, employment etc open to prospective residents. For these reasons the site has been identified as being able to be reused for residential purposes. .

12.4 The Council's Highway consultee has raised no objection to the level of parking and no concerns are raised as regards the reuse of the existing access. A number of comments were raised, and these are set out above, which can all be addressed in a future reserved matters submission.

13.0 **Trees**

13.1 There are three trees on the site along the frontage. An Arboricultural impact assessment was submitted with the planning application. No trees are planned to be removed as a result of these proposals. The tree officer has been consulted but has not responded. Members will be updated as regards to any response, but officers are of the opinion that with the trees having been included in the proposals, the tree officer is unlikely to raise an

objection, subject to conditions relating to tree protection measures.

14.1 **Ecology**

14.2 The application was accompanied by a Phase 1 habitat survey. Being a commercial / office area, the site is of little ecological value. No bats or evidence of bats were found on part of the site, and consequently no further action or conditions are considered necessary.

15.1 **Surface Water Drainage and Flooding**

15.2 The site is within Flood Zone 1 and is less than 1 Ha in size. As such a flood risk assessment is not required to be submitted but formed part of the submission. This included a surface water drainage strategy.

15.3 No comments have been made by the Lead Local Flood Authority to these proposals or the supporting documentation. Nonetheless officers have considered the submission and agree with the preliminary findings and conclusions. There is no evidence to suggest that the site suffers from surface water or ground water issues that would not be capable of being dealt with at the reserved matters stage or by conditions. .

15.4 As such, pre-commencement conditions requiring the submission of a pro-forma to the Council to include more details of the surface water drainage strategy have been added. Details such as the site's geology, any contamination on the site, new site levels and the location of sustainable drainage infrastructure (for example the location of underground storage tanks), demonstration that the SuDS hierarchy has been followed, existing and proposed run-off, details of the ongoing management and maintenance of the SuDS infrastructure.

15.5 Therefore on this basis, there are not considered to be any surface water concerns that cannot be controlled by condition.

16.1 **Impact on Heritage Assets**

16.1 Opposite the site, on a traffic island to the south of the A4, is a Grade II listed milestone dating from the late 1700's.

16.2 Section 66 of the Planning and Listed Buildings Act, places a legal duty upon decision makers to have "*special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest*". This duty is reinforced in the Framework which states expectations of applicants to describe assets should be "*...proportionate to the assets importance and no*

more than is sufficient to understand the potential impact of the proposal on their significance". (Paragraph 132).

- 16.3 The Framework places equal weight on harm to the setting of a heritage asset as to the asset itself.
- 16.4 To this end, the setting of the milestone is considered to be a) small and b) In the same way that a Church's setting is its graveyard or a farm it's farmstead, the A4 road to which the milestone serves is considered to be its setting (and indeed original functional purpose).
- 16.5 Great weight is assigned by officers to the value of the heritage asset. In this instance, no change is found to the setting of the Milestone and by extension no harm is found to the asset itself arising from these proposals.
- 16.6 Consequently officers are satisfied that it's legal duties as regards The Act and attendant guidance (found in, inter alia, Chapter 12 of the Framework) have been discharged.
- 16.7 This matter is therefore given neutral weight in the decision making process since no harm has been identified but equally no heritage benefits arise from the proposals.

17.1 **Section 106 Contributions**

- 17.2 Officers can confirm that the applicant has agreed to the principle of making contributions Transport, Education and Leisure. Further discussions to agree the amounts need to be finalised by officers before forming part of the S106 agreement.
- 17.3 Onsite provision of 30% affordable houses have been agreed. Significant weight is assigned to this element of the scheme.

17.4 The S106 will also restrict future residents from taking out parking permits.

13.0 **Process**

- 13.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

14.0 **Summary**

- 14.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations.

- 14.2 Having considered the relevant policies set out below, the representations received from consultees and all other relevant material considerations, it is recommended that the application be approved subject to no new objections being raised by officers to the proposals.

PART C: RECOMMENDATION

15.0 **Recommendation**

- 15.1 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 subject to conditions and satisfactory completion of a Section 106 agreement and that no new material objections arise as a result of the press notice to agree any minor amendments to the planning application and finalising conditions.

PART D: DRAFT LIST OF CONDITIONS

CONDITIONS:

1. Details of the following reserved matters for the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development shall include:
 - The layout of development;
 - The appearance of the development;and
 - Detailed landscaping strategy, including details of proposed maintenance or of alternative new planting.

REASON To ensure that the proposed development is satisfactory and to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. Application for approval of all reserved matters referred to in Condition 1 above shall be submitted in writing to the Local Planning Authority no later than the expiration of three years from the date of this permission. The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the reserved matters approved:

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

REASON To prevent the accumulation of planning permissions,

and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92 (2) of the Town and Country Planning Act 1990.

3. The scale of the building to come forward under a Reserved Matters application is not to exceed the parameters established in drawing 2189/4-01 Rev B dated December 2016 shall not exceed 19.8m to the ridge and to 18m to the eaves. The building shall remain at a two storey height (6-7m) at a distance of approx 15m from number 1 Station Road.

REASON: To prevent the final scheme being taller, bulkier and having more general impact than the scheme presented at outline noting that Scale is a matter to be determined.

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

- (a) Drawing No. 2189/1-01 Rev B Received 15th March 2017 (site plan)
- (b) Drawing No. 2189/1-02 Rev B Received 15th March 2017 (access plan)
- (c) Drawing No. 2189/4-01 Rev B Received 15th March 2017 (Indicative Streetscenes showing eaves of 18m and ridge of 19.8m))
- (d) Drawing No. 2189/6-04 Rev A Received 15th March 2017 (3D visual showing scale and mass)
- (e) Drawing No. 2189/6-02 Rev A Received 15th March 2017 (3D visual showing mass and scale))

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

5. Samples of external materials to be used in the construction of the buildings, waste storage areas, cycle storage or other structures including the access road and related pathways 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.

6. 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. Security measures to be implemented in compliance with this condition shall be submitted to and approved in writing by the LPA and shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police.

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.

7. 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, Development Plan Document, December 2008.

8. It is suspected that this site and/or nearby land and water may be contaminated as a result of former industrial use(s) or otherwise. Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, such as CLR11, BS10175, BS5930 and CIRIA 665. Each phase shall be submitted in writing and approved by the LPA.

Phase 1 shall incorporate a desk study and site walkover to identify all potential contaminative uses on site, and to inform the conceptual site model. If the potential for contamination is identified in Phase 1 then a Phase 2 investigation shall be undertaken.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform any remediation strategy proposal. If significant contamination is found by undertaking the Phase 2 investigation then Phase 3

shall be undertaken.

Phase 3 shall include a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use. This shall be submitted and approved in writing by the LPA prior to commencement. The remediation shall be carried out in accordance with the approved scheme and the applicant shall provide written verification to that effect.

The development shall not be occupied until any approved remedial works, have been carried out and a full validation report has been submitted and approved to the satisfaction of LPA. In the event that gas protection is required, all such measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

REASON To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

9. The development shall not begin until details of on and off site drainage works have been submitted to and approved in writing by The Local Planning Authority. No works which result in the discharge of ground or surface water from the site shall be commenced until the off-site drainage works detailed in the approved scheme have been completed.

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. Full details of the surface water disposal shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once approved, the details shall be fully implemented prior to the first occupation of the dwellings and retained as such thereafter.

REASON In the interests of drainage in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details)

have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

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

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

13. 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.
- (vii) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition
- ;
- (viii) Minimise the pollution potential of unavoidable waste;
- (ix) Dispose of unavoidable waste in an environmentally acceptable manner;

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 in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document, December 2008.

14. No development is to be commence until a detailed landscaping and management scheme has been implemented according to the. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

15. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1 A preliminary risk assessment which has identified:

all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site. (already discharged)

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - The geology under this site is the Shepperton Gravel Member (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) and at depth is the Chalk (Principal Aquifer). The site is within a total catchment area for a potable water supply abstracting from The Chalk. These aquifers need to be

protected from any contamination that could potentially be mobilised during development of this site.

16. The T & P Regeneration Ltd Phase 1 Desk Study identifies the current potentially contaminative use of the site for vehicle repair, testing and servicing (National Tyres and Autocare) whilst the previous industries that occupied this site are unknown. Since it is assumed that the buildings were used for light industrial/commercial activities in line with the surrounding area, then the historical use of such industrial premises during the two world wars should also be taken into consideration.
17. Prior to any part of the permitted development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.
Reason - The geology under this site is the Shepperton Gravel Member (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) and at depth is the Chalk (Principal Aquifer). The site is within a total catchment area for a potable water supply abstracting from The Chalk. These aquifers need to be protected from any contamination that could potentially be mobilised during development of this site.
18. Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.
Reason - The T & P Regeneration Ltd Phase 1 Desk Study states that a piled foundation solution may be required for this site. The contaminative status of this site needs to be established to avoid the use of deep penetrative foundations forming pathways for mobilisation of contaminants.
19. No infiltration of surface water drainage into the ground at 426-430 Bath Road, Slough SL1 6BB is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason - The geology underlying the site is the Shepperton Gravel Member (Principal Aquifer), Lambeth Group (Secondary A Aquifer) and at depth in the Chalk (Principal Aquifer). In order to protect these aquifers from mobilisation of contamination due to the use of soakaways, the contaminative status of this parcel of land needs to be known.

20. No development shall take place until a drainage strategy, detailed flood risk assessment (specific to the reserved matters scheme) and maintenance plan is to be submitted to the LPA and approved in writing. This strategy will include a range of SUDS measures to ensure that the surface water run off will be less than the existing site.

REASON: To ensure compliance with the requirements expected from development by the Lead Local Flood Authority.

INFORMATIVES:

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.
2. 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.
3. 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.
4. 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.
5. 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.
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 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.