

Registration Date:	01-Sep-2017	Application No:	P/00731/032
Officer:	Howard Albertini	Ward:	Central
Applicant:	Mr. Sangha, Mackenzie Homes (South West) Limited	Application Type:	Major
		13 Week Date:	1 December 2017
Agent:	Ms. Sabine Meilwes, WaM Architecture Castle Hill House, 12, Castle Hill, Windsor, Berkshire, SL4 1PD		
Location:	26-40, Stoke Road, Slough, Berkshire, SL2 5AJ		
Proposal:	Demolition of garage building and redevelopment to provide 117 residential units with associated parking and landscaping		

Recommendation: Delegate to Planning Manager for approval



1.0 **SUMMARY OF RECOMMENDATION**

Delegate to Planning Manager for approval

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 Firstly this proposal is very similar to a 100 home scheme agreed at the August 2016 Planning Committee. The new owner seeks some changes including 17 extra homes but without increasing the size of the building.
- 2.2 Two buildings are proposed. The larger one L shaped wrapped around Stoke Road and Mill Street corner rising to 7 storeys. The smaller building is 5 storeys and sits at the rear of the site facing Grays Place. The top floor is within a hipped roof with dormer windows. The main building steps down 3 storeys at its east side on Mill Street and the top two floors of the building are set back from the main elevation. Due to the drop in levels at the rear of the site the ground floor sits above the ground level by half a storey.
- 2.3 Accommodation comprises 59 two bedroom and 58 one bedroom apartments two of which are studios. The smaller building contains 15 of the above mentioned apartments. The previous scheme had 72 two bedroom and 28 one bedroom apartments.
- 2.4 At the submission stage no affordable housing was offered but as part of negotiations on development viability the applicant has now offered some. Negotiations are being finalised and hopefully 15 social rent homes in the smaller building (7 one 8 two bedroom) plus a financial contribution will be agreed prior to the meeting. This is 13 % of the total homes; the previous scheme had the same 15 affordable homes at 15% of the total but no additional financial contribution for affordable housing.
- 2.5 67 parking spaces are proposed partly in a basement (35) and partly at ground level with some under the smaller building. 5 of the spaces are for disabled people. Space for 124 bikes is included. Most are in the form of individual lockers that on all floors of the main building or a store under the smaller building. A delivery vehicle bay is also included. The previous scheme had 70 car parking spaces and fewer cycle spaces.
- 2.6 Access will be from Grays Place with an exit on to Mill Street where the existing site access is. The access will be gated but provision will be made for pedestrian and cycle access through the site.
- 2.7 The main building has a main entrance on Stoke Road. It is set back from the footway 3 to 7 metres with landscaping on the frontage. As the site falls away to the rear the ground floor sits above the adjacent footway and footpath.
- 2.8 Landscaping is shown within the site, on all frontages and on the east boundary with tree planting in selected places. Three trees of poor quality on the Mill Street

frontage will be removed.

- 2.9 Ground floor apartments will have a landscape area outside their main windows. Balconies, either cantilevered or terraces are provided for most apartments.
- 2.10 Elevational treatment will be contemporary in style using primarily brick with very limited amounts of timber cladding and render plus cladding on some parts of upper storey elevations. Main windows will be deep. Facades are broken up with protruding vertical fins either side of balconies particularly on the Stoke Road and Mill St elevations. The shade of brick will vary with the ground floor being a darker shade of red. The fins will be grey.
- 2.11 To support the application the following have been submitted Design and Access Statement, Transport Assessment, Ground Investigation, Tree report, Flood Risk assessment, day/sun light assessment plus a viability study.
- 2.12 The parking and refuse layout has been changed slightly since the application was submitted.

3.0 **Application Site**

- 3.1 This L shaped site is about 300 m from Slough Station. The existing generally two storey building was used by car dealer but is now vacant. The site falls about 1.6 metres from Stoke Road to the rear of the site.
- 3.2 Opposite are two or two and half storey homes with commercial uses on the ground floor of some buildings. Opposite to the north is an office building with 4 quite tall storeys and a higher corner entrance tower. To the south is a footpath with 4/5 storey office beyond. On Mill Street to the east is two storey office and on the Grays Place frontage the former driving test centre single storey building sits to the east.
- 3.3 Two trees overhang the east boundary and there are 3 poor quality trees on the Mill St boundary.

4.0 **Site History**

- 4.1 Change of use from showroom to gym. Approved Aug 15 (not implemented). Various minor applications or extensions related to showroom use 2011 and before. 100 apartments in two buildings approved May 2017 (Ref P/00731/027).

5.0 **Neighbour Notification**

- 5.1 Stoke Road 25 – 51 odd 18-24, 50, Salvation Army
Mill St 11, 12,16,18
Grays Place 31-41 odd; Driving Test Centre.; Autodex House
- 5.2 No responses received.

6.0 **Consultation**

6.1 Traffic /Highways

There will be some increase in traffic compared to the former use of the site. This can be mitigated by a financial contribution towards the Stoke Road/Mill Street junction improvement (toucan crossing) and encouraging non car modes of travel through a travel plan and allowing cycle and pedestrian access through the rear of the site. In addition land to be dedicated for highway widening (Stoke Road); residents to be restricted from parking permits; minor off site works re access. Some minor layout changes requested incorporated in revised plans.

6.2 Environmental Quality

Electric vehicle charging for 7 car parking spaces and plus 'future proofing' cabling in rest of basement car park. No biomass boiler (air quality protection). Standard conditions re soil contamination to be applied.

6.3 Thames Water

No objection but request condition regarding foul drainage.

6.4 Housing

Request affordable housing based upon usual terms. Viability issue accepted such that scheme is not full compliant with policy.

6.5 Education

Request contribution to nearby schools.

6.6 Drainage

Comments to follow.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The site falls within an existing business area and the town centre area on the Proposals Map 2010. It is also part of a Selected Key Location that provides for relaxation of the Core Strategy policy of protecting existing business land.

Relaxation is permitted if the proposal is for residential development, is comprehensively planned and rationalises the pedestrian network.

7.2 The proposal can be considered to comply with the above policy. The site is big enough to provide a residential development without significant compromises and it does not prevent adjoining sites being redeveloped in a sensible, comprehensive, way in the future. It also provides a pedestrian/cycle link through the site regarding rationalisation of the network.

7.3 In terms of affordable housing the proposal currently does not comply with adopted policy of 40% affordable housing. It is accepted that due to viability considerations this policy requirement can be relaxed. The proposed 13 % social rent affordable housing plus a financial contribution is acceptable in principle. A financial contribution has been sought rather than additional units because of the

disadvantages of increasing the height of the small 5 storey building which is part of the existing design.

8.0 **Transport and Access**

- 8.1 Use of the existing access on Mill Street and a new access on Grays Place is acceptable. The through link allows refuse vehicles to access the site without reversing.
- 8.2 The extra travel demand compared to the previous use justifies improvements to the Stoke Road/Mill street junction and a travel plan to encourage non-car modes of travel.
- 8.3 The applicant has agreed the principle of the Council's request for allowing pedestrian and cycle access through the site. This is part of a proposal to create a safer and more attractive route than Stoke Road for accessing the station and town centre from the north in particular the proposed canal basin redevelopment scheme. This route would use the service road off Mill Street (and nearly opposite the site) that will in the future connect to St. Pauls Avenue. To the south the station can be accessed off Grays Place via a path through The Junction development at Railway Terrace.
- 8.4 Car parking is provided at a ratio of 0.6 spaces per home. This is acceptable as the site is near the railway station and retail area of the town centre. As the site is within the town centre area of the Local Plan proposals map 2010 the Core Strategy policy parking restraint is relevant and parking standards should be applied flexibly. However having some parking on site is important to meet inevitable demand from some occupants and limit further parking pressure on nearby streets. Similarly there is need to prevent new occupants gaining parking permits for on street parking. For the previously approved scheme the parking ratio was 0.7 but with fewer cycle parking spaces.
- 8.5 Cycle parking is acceptable and there are several security features that are particularly welcome. These are having internal stores within the building, one next to the main entrance, having stores on each floor (of the main building) plus providing cycle lockers rather than just stands.
- 8.6 Part of the Stoke Road and Mill Street frontage is affected by a road widening line. The building is set back well behind this line and if implemented there will still be a buffer planting area between ground floor flats and the footway. Securing future dedication of the land is to be a planning obligation.
- 8.7 The proposal complies with Core Strategy policy 7 transport and local plan policy re cycle facilities.

9.0 **Design and Layout Matters**

- 9.1 The height of the main building proposed will be much greater than the existing building but will be similar to those to the north and south. Furthermore further up Stoke Road, on the same side of the road, schemes have been approved or been

applied for that are significantly higher than the existing two storey buildings. Consequently the principle of redevelopment of the east side of Stoke Road with large buildings is becoming established. The recent Northgate House replacement on the west side of Stoke Road, near to the railway bridge, is 7 storeys high.

- 9.2 The overall height of the building at 20.5 metres will be higher than adjacent buildings of 16.5 to the south and 15/16.5 m to the north. However along the Stoke Road frontage the height is less than 15m due to a 1.5 m set back of the top floors. The set-back of the building from the highway and set-back of the top two floors helps limit the effect on the appearance of Stoke Road in terms of town scape.
- 9.3 Amenity space is reasonable for an urban apartment building. The rear courtyard has some planting areas and space for small trees amongst the parking area. The frontages of all ground floor flats have landscape area in front. Balconies or terraces for many flats contribute to the amenity provision. Bowyer open space is the nearest space for play which is 500 metres to the north of St. Pauls Ave.
- 9.4 In terms of community safety the rear car park will have a barrier or gate such that vehicle entry can be controlled. However pedestrian access through the site is wanted by the Council as a wider community benefit for the neighbourhood. This has the disadvantage that members of the public can gain entry to the parking areas. The exterior parking and the access way through the site is well overlooked by windows in the development as is the rear entry door.
- 9.5 The existing path to the south is a short cut from Stoke Rd to Grays Place. This is relatively safe as it is a short, straight link with good visibility and will be overlooked by the propose homes. However to protect the adjacent ground floor homes boundary railings will be required for this side and the Stoke Road frontage.
- 9.6 In terms of appearance the main elevations will be quite distinctive because of the fins proposed. The horizontal louvres of the approved scheme are not part of this new scheme. The materials proposed are acceptable in principle but more detail will be required by condition. Because of the size of the building and its location on a main road good quality design will be important.
- 9.7 Overall the proposal is acceptable and complies with Local Plan EN 1 Design EN3 Landscaping Core Strategy 2006-2026 policy 8 Sustainability and the environment; policy 9 Natural and Built environment. Policy 12 community safety.
- 9.8 In comparison with the approved scheme more homes are provided within a very slightly reduced floor space (2 %). There is a greater proportion of one bedroom homes but overall only 4 extra bed spaces are proposed. All the one bedroom flats (excluding the two studios) are sized for 2 occupants. The approved scheme had some quite generously sized flats.

10.0 Residential Amenity

- 10.1 The only residential property affected is opposite on the west side of Stoke Road. The separation distance of 26 to 28 metres is adequate to protect privacy. Because of the height the outlook from the homes affected will change significantly but in a location on the edge of a town centre and where redevelopment is being promoted and is happening this is considered acceptable.
- 10.2 However it is still important to ensure existing homes have adequate day and sun light. The Council's specialist consultant concluded that the light study associated with the approved scheme was acceptable. Those conclusions are still relevant in terms of affect on existing homes the size of the building having not changed. Some homes will notice a reduction in day light and receive less than the recommended amount of day light. The nationally accepted guideline is published by BRE 2011 but it is not a not a statutory standard. The BRE guidelines state that a limited number of variations from the individual standards are acceptable particularly in urban environments.
- 10.3 The 5 storey building at the rear has a more domestic scale suitable for Grays Place which has some residential property in it but not next to it. It has no impact on the living conditions of existing residents nearby. To the east planning permission has been granted for 14 flats (on the former driving test centre) and this will not be adversely affected by the proposal.
- 10.4 The northern elevation will be 18 metres from the existing office building opposite on Mill Street. This is quite close in terms of overlooking but this building to building distance is not unusual in streets near town centres.
- 10.5 In terms light for new homes some rooms at low level are unlikely to receive the recommended levels of day light. The previous light study indicated sun light in rooms would be adequate. Clarity about the results of the new light study are being sought. Some rooms within the courtyard may experience relatively poor winter sun due to the southern wing of the building shading windows. As indicated above some deviation from the recommended standards is acceptable.
- 10.6 Outstanding matters are conclusion of affordable housing obligations; confirmation from applicant that Section 106 package is agreed, clarify some light study queries, clarify or alter layout and elevation details. The outcome will be reported at the meeting.

11.0 Section 106 Planning Obligation Matters

- Affordable Housing - 13 % social rent (based on mix proposed).
- Affordable housing financial contribution.
- A financial contribution for transport mitigation (contribution towards Stoke Road/Mill St junction improvement; travel plan monitoring).

- Travel Plan including TRICS surveys for Travel Plan monitoring.
- Residents excluded from being eligible for existing or any future on-street resident parking permit scheme.
- Sign Sec. 278 Highway Agreement for works within the Highway
- Secure public right of way through rear of site for pedestrians and cyclists.
- Secure dedication free of charge of highway widening land.
- Financial contribution towards education facilities and local recreation facilities.
- Provision for a development viability review mechanism if a substantial start on construction is not made by a set date. The review would take account of costs and values to establish if a greater Section 106 package could be afforded closer to the Council's policy requirements.

12.0 **PART C: RECOMMENDATION**

12.1 **Recommendation**

Delegate to Planning Manager for approval subject to completion of a satisfactory Section 106 planning obligation agreement; resolution of outstanding matters referred to in the report, addition or alteration of planning conditions.

12.2 **PART D: LIST OF 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

Site Block and Location Plan GAA1700001 A3
 Existing Plans GAA-17-02-001-A2
 Existing East and West Elevations GAA-17-02-021-A3
 Existing North and South Elevations GAA-17-02-022-A3
 Existing Section AA and BB GAA-17-02-031-A3
 Demolition Drawings GAA-17-05-021-A2
 Site Plan GAA-17-001-PL01-001 Rev H

Basement Plan GAA-17-001-PL01-002 Rev G
Ground Floor Plan GAA-17-001-PL01-003 Rev I
First Floor Plan GAA-17-001-PL01-004 Rev F
Second Floor Plan GAA-17-001-PL01-005 Rev F
Third Floor Plan GAA-17-001-PL01-006 Rev C
Fourth Floor Plan GAA-17-001-PL01-007 Rev C
Fifth Floor Plan GAA-17-001-PL01-008 Rev A
Sixth Floor Plan GAA-17-001-PL01-009 Rev A
Roof Plan GAA-17-001-PL01-010

Building A West Elevation GAA-17-001-PL01-020 Rev A
Building A North Elevation GAA-17-001-PL01-021 Rev B
Building A East Elevation GAA-17-001-PL01-022 Rev C
Building A South Elevation GAA-17-001-PL01-023 Rev C
Building A Courtyard Elevations GAA-17-001-PL01-024 Rev A
Building B-East and North Elevations GAA-17-001-PL01-025
Building B-West and South Elevations GAA-17-001-PL01-026
Site Section AA GAA-17-001-PL01-030
Site Section BB GAA-17-001-PL01-031 Rev B
Stoke Road Street Scene GAA-17-001-PL01-032

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.

3. Details and Samples of materials
Details and 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. (Only brick and cladding samples need to be supplied)

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. Bin storage
The development shall not be occupied until the approved bin stores have been completed. The bin stores shall be 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.

5. Cycle parking
Construction of the buildings above damp proof course level shall not commence until details of the cycle parking provision (locker details 2mx2mx1m plus lockable doors and cycle stands) 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.

6. Lighting Scheme

Construction of the buildings above damp proof course level shall not commence until details of a lighting scheme (to include the location, nature and levels of illumination) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policy EN1 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026.

7. Boundary treatment

Construction of the buildings above damp proof course level shall not 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. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

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

8. Landscaping Scheme

Construction of the building above damp proof course level shall not commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs, details of hardsurfaces.

No dwelling in block A shall be occupied until the approved scheme of hard landscaping associated with the block has been constructed. No dwelling in block B shall be occupied until the approved scheme of hard landscaping associated with the block has been constructed. The approved scheme of soft landscaping shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the

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

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

9. Tree protection

No development shall commence within 6 metres of the retained trees until tree protection measures during construction of the development for existing retained trees (as identified on the approved layout) have been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented prior to works beginning on site and shall be provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained in the interest of visual amenity and to meet the objectives of Policy EN4 of The Adopted Local Plan for Slough 2004.

10. Surface Water Drainage

Construction works shall not begin until details of on and off site surface water 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. the development shall not be occupied until the approved drainage works are complete.

REASON To ensure that foul and water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

11. Floor Levels

No apartment shall be occupied until its floor level has been constructed to be at least 300 mm above ground level.

REASON In the interest of flood protection.

12. Noise attenuation and ventilation

Construction of each of the building shall not commence until details of noise attenuation and room ventilation for dwellings with windows facing on to Stoke Road have been submitted to and been approved in writing by the local planning authority. No dwelling shall be occupied until its attenuation and ventilation measures have been installed in accordance with the approved details. Room ventilation details need to include provision for ventilation when windows are closed for noise attenuation purposes.

REASON In the interest of the living conditions of residents in particular reducing noise pollution and ventilation of rooms when windows are closed, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008.

13. Thames Water

Construction works shall not commence until a drainage strategy detailing any on and/or off site foul drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul 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.

14. New access

No development shall commence until details of the new means of access are submitted to and approved in writing by the Local Planning Authority and the access shall be formed, laid out and constructed in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions prejudicial of general safety along the neighbouring highway in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

15. Vision splays

The development shall not be occupied until vehicle visibility splays of 2.4 x 43 m and pedestrian visibility splays of 2.4m x 2.4m have been provided on both sides of the accesses and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel of the carriageway.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policy 10 of the adopted Core Strategy 2006-2026.

16. Internal access roads

Prior to first occupation of the development, the internal access roads footpath and vehicular parking and turning provision shall be provided in accordance with approved plans and retained thereafter.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004.

17. Car Park Management Scheme

No dwelling shall be occupied until a car park management scheme has been implemented in accordance with details that shall have first been submitted to and been approved by in writing by the local planning authority. Scheme to include how electric charging point parking spaces are managed, how parking spaces are allocated or used including provision for visitors.

REASON In the interest of the free flow of traffic and road safety on the nearby public highway.

18. Electric Vehicle Charging Points

No dwelling shall be occupied until 7 of the car parking spaces have been provided with 7 kW Mode 3 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 Mode 3 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 .

19. Sustainable Development

Construction of any building shall not commence until a low or zero carbon energy scheme has been submitted to and been approved in writing by the local planning authority.

The scheme shall show how the design and construction of dwellings will achieve carbon emissions (all dwellings combined) that will be 10% lower than all of the dwellings combined total Target Emission Rate as calculated in accordance with the Building Regulations 2013 Part L and associated Approved Documents.

The scheme shall include (a) an energy statement listing the Target Emission Rate and dwelling emission rate for each Dwelling and calculations to show the combined figures for both; (b) descriptions of building fabric enhancements, building services enhancements or low or zero carbon energy generating equipment proposed to achieve the 10% carbon emissions requirement. Energy generation on site shall not be from biomass.

The scheme shall be implemented as approved and no dwelling shall be occupied until its associated low or zero carbon energy scheme measures have been installed and are operational.

REASON In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008.

20. Construction Management Scheme

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site and wheel cleaning facilities during the construction period. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users in accordance with policy 7 of the Core Strategy 2008 and in the interest of residential amenity re noise and dust.

21. Phase 2 Intrusive Investigation Method Statement

The Phase 1 Desk Study submitted with the application identifies 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 Policy 8 of the Core Strategy 2008.

22. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

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 Policy 8 of the Core Strategy 2008.

23. Remediation Validation

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 Policy 8 of the Core Strategy 2008.

INFORMATIVE(S):

1. Section 106 Legal Agreement

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.

2. Highway Matters

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.

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.

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.

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.

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.

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.

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.

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.

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.

The applicant is advised that advisory signs denoting the presence of the public footpath or bridleway crossing the site are required. Please contact the Rights of Way Officer at Slough Borough Council in this respect.

3. Hours of Construction.

During the construction phase of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the