

# **PLANNING COMMITTEE**

**30<sup>th</sup> May 2018**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN  
RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS  
PRESENTED TO MEMBERS

**1.0 AGENDA ITEM 5: P/04267/003: Britwell Ex Servicemens Club, Wentworth Avenue, SL2 2DG**

**1.1 The following additional comments have been received from the Crime Prevention Design Advisor, Local Policing Thames Valley Police:**

'Having reviewed the plans supplied I would have no objection to the development in principle.

I would like to commend the applicant for incorporating the principles of Crime Prevention through Environmental Design (CPTED) – (Secured by Design) into the design and layout of the above, and I hope that the prospective applicants would aim to achieve Secured by Design (SBD) accreditation for the development.'

**1.2 The following additional comments have been received from the Council's Highways department:**

**Transport and Highways**

This application is for the construction of 10no new houses in addition to a new clubhouse on the Wentworth Avenue service road.

**Trip Generation**

There will be a small increase in trips with the addition of the new housing however this is considered to be marginal and therefore acceptable.

**Access**

Vehicles will be accessing the new properties via new shared crossovers.

The crossovers for the new serviceman's club and plots 1-10 are policy compliant.

**Visibility**

At the edge of footway (back of footway) 2.4m x 2.4m pedestrian visibility splays are required, in front of which no obstructions exceeding 600mm in height is to be permitted.

The above visibility splays should be secured via condition

**Cycle Parking**

This application proposes provision for 2 no. cycle parking spaces within garden sheds in the rear gardens of each dwelling which I confirm is acceptable.

**Car Parking**

Each of the 10no properties are served by 2no parking spaces per dwelling within the frontages. I confirm this is policy compliant and the spaces are ideally located.

The Wentworth Avenue service road is heavily used for parking by residents of the area and also patients of the nearby clinic. This application will mean the loss of approximately 52m of on street parking spaces which equates to approximately 9no spaces. The surrounding road network does not have the capacity to support the offset in parking created by this development and it should be noted that this road is heavily parked day and night.

The applicant has taken no measures to provide alternative parking or to offset this loss of parking which if the development goes ahead will mean the existing parking problems are moved along to another part of the road or an adjacent street where it will likely have a negative impact on existing residents of the area. There is a vast grass verge area with a strip of it being highway fronting the site which could potentially be used to provide a number of parking spaces with minimal impact to the amenity of the area.

## Refuse

Bins are to be stored within the gardens of each individual property and rolled out to the kerbside for collection on collection day.

## Parking/TRO

A contribution should be sought and a scheme designed for parking restrictions in order to protect visibility splays and ensure the safe operation of the service road which will end up having many parking spaces in close proximity and therefore preventing parking on the frontage of this site is even more crucial.

## Highway Works

The applicant must enter into a s278 agreement with the Local Highway Authority for the implementation of the highway works required under this scheme which include;

- Construction of access points/crossovers
- Renew footway surface fronting the application site
- Implementation of works relating to parking restrictions
- Any works required to secure visibility splays

## Recommendation

Subject to the application being revised in accordance with my comments I confirm that I have no objection to this application from a transport and highway perspective.

## Conditions

1.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.

2.No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the 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.

3.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 intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

4.No part of the development shall be occupied until the visibility splays (sightlines) of 2.4x33 metres have been provided on both sides of the access road and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

5.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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

Informative(s) required

Should the application be revised in accordance with my comments the following informatives will apply.

- 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 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.

1.3

**No change to recommendation.  
Amendment to condition 16.**

**1.0 AGENDA ITEM 6: P/04267/004: Britwell Ex Servicemens Club, Wentworth Avenue, SL2 2DG**

**1.1 The following additional comments have been received from the Council's Highways department:**

This application is for the construction of 12no new houses in addition to a new clubhouse on the Wentworth Avenue service road.

**Trip Generation**

There will be a small increase in trips with the addition of the new housing however this is considered to be marginal and therefore acceptable.

**Access**

Vehicles will be accessing the new properties via new shared crossovers.

The crossovers for the new serviceman's club and plots 1-4 are policy compliant however the crossovers for plots 9-10 and 11-12 serve four cars in a row each and therefore will not be.

Plots 5-8 are served by a new access road which is to be constructed to adoptable standards.

This layout means the close proximity of many crossovers and also the access road however the access road will have sufficient visibility.

**Visibility**

At the edge of footway (back of footway) 2.4m x 2.4m pedestrian visibility splays are required, in front of which no obstructions exceeding 600mm in height is to be permitted.

The access road is also required to provide 2.4x33m visibility vehicular visibility splays

The above visibility splays should be secured via condition

**Cycle Parking**

This application proposes provision for 2 no. cycle parking spaces within garden sheds in the rear gardens of each dwelling which I confirm is acceptable.

**Car Parking**

Each of the 12no properties are served by 2no parking spaces per dwelling within the frontages. I confirm this is policy compliant and the spaces are ideally located.

The spaces closest to the access road will need relocating further forward slightly to ensure they sit outside the visibility splays.

The Wentworth Avenue service road is heavily used for parking by residents of the area and also patients of the nearby clinic. This application will mean the loss of approximately 52m of on street parking spaces which equates to approximately 9no spaces. The surrounding road network does not have the capacity to support the offset in parking created by this development and it should be noted that this road is heavily parked day and night.

The applicant has taken no measures to provide alternative parking or to offset this loss of parking which if the development goes ahead will mean the existing parking problems are moved along to another part of the road or an adjacent street where it will likely have a negative impact on existing residents of the area. There is a vast grass verge area with a strip of it being highway fronting the site which could potentially be used to provide

a number of parking spaces with minimal impact to the amenity of the area.

#### Refuse

Bins are to be stored within the gardens of each individual property and rolled out to the kerbside for collection on collection day.

Refuse is to be collected from the Wentworth Avenue service road for the entire development. Plots 5-8 have been designed to incorporate a bin collection point for use on bin day and therefore there is no need for the refuse vehicle to use the access road. This is the preferable method of collection which I confirm is acceptable.

#### Parking/TRO

A contribution should be sought and a scheme designed for parking restrictions in order to protect visibility splays and ensure the safe operation of the service road which will end up having many parking spaces in close proximity and therefore preventing parking on the frontage of this site is even more crucial.

#### Highway Works

The applicant must enter into a s278 agreement with the Local Highway Authority for the implementation of the highway works required under this scheme which include;

- Construction of access points/crossovers
- Renew footway surface fronting the application site
- Implementation of works relating to parking restrictions
- Any works required to secure visibility splays

#### Recommendation

Subject to the application being revised in accordance with my comments I confirm that I have no objection to this application from a transport and highway perspective.

#### Conditions

1.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.

2.No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the 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.

3.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 intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

4.No part of the development shall be occupied until the visibility splays (sightlines) of 2.4x33 metres have been provided on both sides of the access road and the area

contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

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

5.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 Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

Informative(s) required

Should the application be revised in accordance with my comments the following informatives will apply.

- 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 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.

**1.2**

**No change to recommendation.  
Amendment to condition 17.**

**1.0 AGENDA ITEM 7: P/01028/035: GRASMERE PARADE, SL2 5HZ**

**1.1 Further Information received:**

The developer has confirmed the following materials:

Mansard roof: Standing seam metal roof, powder coated steel profiling in Merlin Grey.

Elevations: Marley Cedal fibre cement plank in Sand Yellow, and Blue grey

Canopy to balcony Pre-fabricated Zinc roof canopy structure by Fine Iron

**1.2** The canopy is of an appropriate quality and will improve the appearance of the building. Some concerns are raised over the standing seam metal roof; powder coated steel profiling in Merlin Grey, as this may result in reflective glare, and may not provide the contrast in materials that we are looking for. A sample can be requested, but such a light and reflective material would unlikely be acceptable.

Materials condition to be updated accordingly.

**1.3 No change to recommendation**



**1.0 AGENDA ITEM 8: P/00734/000: GARAGE SITE TO THE REAR OF 28 BOWYER DRIVE**

**1.1 Consultations**

- 1.2** Written confirmation of the Highway Authority view has been received:  
*“The bin collection point must be located within 15m of the carriageway as this is the maximum distance for the refuse collectors to walk from their vehicle to collect the bins.  
The access road must be reconstructed to an agreed adoptable standard  
Following the reconstruction, the unadopted strip of land on the access road must be dedicated as public highway at no cost to the LHA.”*

Pre-Commencement Conditions are advised ;  
*Submit details of the access road works for approval by the LHA  
Bin collection point details (including location & construction) to be agreed prior to Commencement*

Pre-Construction Conditions are advised  
*Dedicate unadopted land on access road as public highway prior to Occupation  
Construct/Implement the bin collection point as agreed by the LHA prior to Occupation.*

The matters raised have been included in the recommended conditions set out below.

**1.3 Neighbour notification:**

Since the completion of the committee report one further neighbour comment has been received.

In summary, the points raised are:

These garages have served a purpose for the community as storage.

The garage site has been neglected by the Council and its use prevented (attempts to obtain a garage in the past 3 years have been turned down while the site is “on hold”).

The Council wants to build 3 houses (possible occupancy from 7 to 10 people) on land at risk of flooding.

The community at large would lose a facility.

The proposed location of the bin storage facility next to the side and kitchen entrance to no. 30 is unacceptable.

Bin collection from the junction of Bowyer Drive and the access lane will cause disruption and congestion.

Location of car parking along the boundary of no.28's side entrance and kitchen and rear garden is unhealthy (exhaust fumes). Other families have parking adjacent to their houses.

The objections raised previously (see 5.3 of committee report) are reiterated. Air pollution from CO, NOx and particulate matter now is as bad as smog pollution in the past. There will also be dust, pollution, noise and nuisance from the construction processes.

The construction will take at least year, and traffic for that and the housing using the access will pass the front and window of no. 28.

The objection also included two appendices: 1. an article from The Guardian relating to the exceedance of most diesel cars of European emissions standards, and the impact on health resulting from vehicle emissions, and 2. Guidance and information from the Vehicle Certification Agency on the GOV.UK website relating to cars and air pollution.

### **Recommendation**

To clarify, the recommendation is that authority from the Planning Committee be delegated to the Planning Manager to grant planning permission for the proposed development, subject to the imposition of the recommended conditions set out below, and following the receipt of an appropriate Unilateral Undertaking from the applicant to secure the status of the proposed units as Affordable Housing in perpetuity.

#### **1.4 Conditions**

**1.5** It is recommended that the following conditions and informatives are imposed on and attached to any grant of planning permission:

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

REASON To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be completed in accordance with the proposals or information set out on the plans listed below:

SB1609/PL01 received at Slough Borough Council on 19<sup>th</sup> December 2016  
SB1609/PL03 received at Slough Borough Council on 19<sup>th</sup> December 2016  
SB1609/PL05 rev H received at Slough Borough Council 26<sup>th</sup> February 2018  
Flood Risk Assessment referenced 2936/3666 Final v1.0 received at Slough Borough Council 17<sup>th</sup> January 2018 and  
Flood Emergency/Evacuation Plan referenced 3666-FEP Final v1.0 received at Slough Borough Council 24<sup>th</sup> January 2018.

REASON To ensure that the development is carried out in accordance with the approved plans.

- 3 No development hereby permitted shall be commenced until details of the hard and soft landscaping of the scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include a planting scheme comprising a schedule of plants, their species, planting densities and planting programme, and a post-planting maintenance and monitoring plan including plant protection measures and replacement methodology; details of the materials and construction methods of all areas of paths, patios, driveways, parking areas, kerbs, retaining walls and steps, and the specification of type and installation of lighting for communal areas. The landscaping details shall also demonstrate that ground levels within the site shall not be altered from those shown on drawing referenced SB1609/PL03 dated 11.04.2016. The development shall not be occupied until the approved lighting and hard landscaping has been implemented in accordance with the approved details, and the approved soft landscaping proposals shall be completed within the first planting season following the completion of the development. The development shall be maintained in accordance with the maintenance and monitoring plan for a period of five years, and the ground levels shall be retained as approved for the duration of the occupation of the dwellings.

REASON To secure an adequate standard of appearance for the development, in accordance with national and local planning policy and guidance, as set out in policies H13, EN1, EN3 and EN5 of Local Plan for Slough 2004, Core Policies 1, 8, 9 and 12 of the Core Strategy 2006 and Sections 7 and 11 of the NPPF 2012.

- 4 No development shall commence on site (including any works of demolition), until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall include details of:
- a) areas for the parking of vehicles of site operatives and visitors;
  - b) areas for the loading and unloading of plant and materials;
  - c) areas for the storage of plant and materials used in constructing the development;
  - d) the erection and maintenance of temporary operative welfare or office facilities, security hoarding and security lighting;
  - e) wheel washing facilities;
  - f) measures to control the emission of dust and dirt during construction;
  - g) hours of construction, and the receipt and despatch of deliveries and waste;
  - h) route details for construction, delivery and waste vehicles;
  - i) a construction noise control plan which shall include a warning mechanism for manoeuvring construction vehicles other than audible alarms, and
  - j) the contact details for the site manager or other supervising person which shall be posted in locations accessible to the public.
- The development shall not be carried out otherwise than in accordance with the approved Construction Method Statement.

REASON To protect the residential amenity of nearby occupiers, and to minimise the potential for pollution and degradation of the environment, in accordance with national and local planning policy and guidance as set out in Policies EN1 of the Local Plan for Slough, Core Policies 8 and 9 of the Core Strategy 2006 and Sections 8, 10 and 11 of the NPPF 2012.

- 5 No development hereby approved shall be commenced until details of a bin collection facility, to be constructed and laid out on land within the applicant's control and within 15 metres of the carriageway of Bowyer Drive, shall have been

submitted to and approved in writing by the Local Planning Authority. No dwelling within the development approved shall be occupied until the bin collection facility shall have been completed in accordance with the approved details. The facility shall be retained for this purpose for the duration of the occupation of the dwellings.

REASON To secure adequate and convenient facilities for the collection of refuse and recycling materials from the development, in accordance with national and local planning policy and guidance, as set out in Policy EN1 of the Local Plan for Slough 2004, Core Policies 8 and 10 of Core Strategy 2006 and Section 7 of the NPPF 2012.

- 6 No development hereby approved shall be commenced until details of the reconstruction (to adoptable highway standard) of the access road leading from Bowyer Drive to the parking areas for the development have been submitted to and approved in writing by the Local Planning Authority. No dwelling within the approved development shall be first occupied until the access road has been completed in accordance with the approved details. Within one year of the completion of the reconstruction works the access road shall have been dedicated as Public Highway at no cost to the Local Highway Authority.

REASON To secure an acceptable standard of access to and from the development, in the interests of the safety and convenience of all users of the highway (vehicular, cyclist and pedestrian) in accordance with national and local planning policy and guidance as set out in Policy T8, Core Policy 7 and Section 7 of the NPPF 2012.

- 7 No development hereby approved shall be commenced until details, including samples if requested, of all external finishes for the development including boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

REASON To secure an appropriate standard of appearance and durability for the development, in accordance with national and local planning policy and guidance as set out in Policy EN1 of the Local Plan for Slough 2004, Core Policies 8 and 9 of the Core Strategy 2006 and Section 7 of the NPPF 2012.

- 8 No development hereby approved shall be commenced until details of how surface water will be drained from the site have been submitted to and approved in writing by the Local Planning Authority. The details should include an infrastructure layout and flow calculations, locations of soakaways and connections to existing sewers, and should demonstrate how the proposed drainage regime will compare with the existing scenario. The development shall not be carried out other than in accordance with the approved details, and the scheme shall be so managed and maintained for the lifetime of the development.

REASON To secure a safe and convenient water environment for the site and its surroundings, in accordance with national and local planning policy and guidance as set out in Core Policy 8 of the Core Strategy 2006 and Section 10 of the NPPF 2012.

- 9 No dwelling within the development hereby approved shall be first occupied until the car parking spaces indicated on the approved drawing shall have been laid out and surfaced in accordance with the approved details secured above, and until an allocation plan, indicating two parking spaces each for the three new dwellings and

for the existing dwelling no. 28 Bowyer Drive, shall have been submitted to and approved by the Local Planning Authority. The car parking spaces shall be retained for use by the occupiers of the specified dwellings for private car parking purposes only for the duration of the occupation of the dwellings hereby approved.

REASON To secure an appropriate level of cart parking provision in the interests of the safety and convenience of all highway users in the vicinity of the site, in accordance with national and local planning policy and guidance as set out in Policy T2 of the Local Plan for Slough 2004, Core Policy 7 of the Core Strategy 2006 and section 4 of the NPPF 2012.

- 10 No dwelling hereby approved shall be first occupied until the shed indicated within its curtilage on the approved drawings shall have been provided to enable cycle storage. Such storage shall remain available to the residents for the duration of the occupation of the dwelling.

REASON To secure appropriate provision of storage to encourage the use of unpowered modes of transport, in accordance with national and local planning policy and guidance, as set out in Policy T8 of the Local Plan for Slough 2004, Core Policy 7 of the Core Strategy 2006 and Sections 4, 7 and 8 of the NPPF.

- 11 No dwelling hereby approved shall be occupied unless the residents are made aware of and accept an obligation to abide by an evacuation plan for the site in the event of a flood, the terms of such evacuation plan to be as set out in the approved Flood Risk Assessment referenced

The floodable voids shown on the approved elevation drawing referenced SB1609/PL05 Rev H shall be completed to achieve a soffit level for the void (which shall comprise an unrestricted area beneath the building) of 23.78 m AODN, and the ground floor finished floor level shall be set at 24.08 m AODN, to ensure a 300mm depth of construction (freeboard) above the soffit level. The openings in the perimeter walls of the dwellings shall not be obstructed either by construction or by planting, nor shall the voids be used for any kind of storage, nor shall the ground level beneath the building be altered from the levels shown on drawing referenced SB1609/PL03 for the duration of the occupation of the development.

REASON To secure appropriate measures to ensure the flow of flood water across the site without unnecessary obstruction of flood water or the displacement of flood plain capacity, in accordance with national and local planning policy and guidance, as set out in Core Policy 8 of the Core Strategy 2006 and Section 10 of the NPPF.

- 12 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order or Statutory Instrument revoking and re-enacting that Order), no extensions to the dwellings and no freestanding buildings shall be constructed within the curtilage of the dwelling without the prior written consent of the Local Planning Authority.

REASON To ensure the flow of flood water across the site without unnecessary obstruction of flood water or the displacement of flood plain capacity, in accordance with national and local planning policy and guidance, as set out in Core Policy 8 of the Core Strategy 2006 and Section 10 of the NPPF.

- 13 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (as amended), (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows other than those shown on

approved drawing referenced SB1609/PL03 rev H shall be inserted in the east or west elevations of any of the approved dwellings without the prior written consent of the Local Planning Authority.

REASON To protect the privacy and amenity of the occupiers of neighbouring residential property, in accordance with national and local planning policy and guidance as set out in Policies H13 and EN1 of the Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2006 and Section 7 of the NPPF 2012.

- 14 The first floor east-facing bathroom window on House 3, and the first floor west-facing bathroom windows on Houses 1 and 2 shall be completed in obscured glazing only, and with restricted opening mechanism to enable only the top-hung small light to be opened. These windows shall be retained with these restrictions for the duration of the occupation of the dwellings.

REASON To protect the privacy and amenity of the occupiers of neighbouring residential property, in accordance with national and local planning policy and guidance as set out in Policies H13 and EN1 of the Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2006 and Section 7 of the NPPF 2012

- 15 Notwithstanding the details shown on drawing reference SB1609/PL05 rev H, and the plans listed in the condition below, the ground and first floor plan of House 2 shall comprise a handed version of the first floor plan annotated House 2 and 3 plans.

REASON To clarify the terms of the planning permission.

## INFORMATIVES

1. This planning permission is governed by and should be read together with a Unilateral Undertaking dated XX.XX.XXXX which confirms the status of the dwellings as Affordable Housing units in perpetuity.
2. The applicant is advised to ensure that the construction of the dwellings is undertaken using resilient and resistant materials and methods appropriate to the flood risk designation of the site.
3. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner to secure amendment to the scheme and the information supporting it. It is the view of the Local Planning Authority that the proposed development would on balance 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.
4. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to [0350SN&N@slough.gov.uk](mailto:0350SN&N@slough.gov.uk) for street naming and/or numbering of the units.
5. The development must be so designed and constructed to ensure that surface

water from the development does not drain onto the highway or into the highway drainage system.

6. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
7. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.
8. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
9. The developer is advised to contact the Council's Highways Department to discuss the terms of the Section 278 agreement.

**1.0 AGENDA ITEM 9: P/09806/001: 15 UPTON PARK, SLOUGH, SL1 2DA**

**1.1 Clarification to recommendation**

Members are asked to note that the recommendation is to refuse and not to delegate to refuse.

**1.0 AGENDA ITEM 10: P/17173/006: 98, HIGH STREET, LANGLEY, SLOUGH, SL3 8JS**

**1.1 Correction to Council Ward**

The site is in Langley Kedermister, and not Langley St Mary's as stated in the report.

**1.2 Neighbour consultation**

As detailed within paragraph 5.1 of the report, the neighbours of the application site were reconsulted on 14 May 2018 for a further 14 days due to amended plans; this concluded on 28 May 2018. Additional comments were received from 100 High Street Langley, however similar matters of concern were a raised in relation to party wall issues. Concerns were raised regarding maintenance of the side wall 100 High Street Langley, due to the proposed wall abutting this wall however this would not be a planning matter and should be resolved by the respective owners.

**NO CHANGE TO RECOMMENDATION:**



## **AGENDA ITEM 11**

### **Western Rail Link to Heathrow Environmental Information Consultation.**

The main construction works are expected to take about 5 years including 15 months of tunnelling (24 hour). Some work is expected to start in 2020. Most construction work would take place between 2022 and 2027 with opening taking place in 2028. The Development Consent Order is expected to be submitted in October 2019

One of the most significant issues for Slough is the impact of additional or re-routed traffic on the highway network and pollution (carbon emissions and air quality). The impact will come from both construction traffic and the long term closure of Hollow Hill Lane at the existing railway bridge. A detailed junction assessment re the effect of closure on local roads potential has not yet been carried out.

Mitigation for some environmental impacts form part of the overall proposals such as removal of some spoil by train, replacement landscaping, flood plain compensation. But there will be some environmental impacts after mitigation measures have been applied. Cumulative effects are also referred to in terms of other projects nearby that will also have local environmental effects such as construction of the smart motorway, gravel extraction off North Park Road and potential third runway work.

Outline of some mitigation measures :

- Minimise the release of dust and emissions into the atmosphere.

- Minimise noise and vibration.

- Code of construction practice.

- Landscape planting to mitigate for the loss of existing vegetation.

- Ecological mitigation areas to replace lost wildlife habitat.

- Floodplain compensation areas to mitigate loss of existing flood plain around Horton Brook.

- Reduce spoil material removed by road. Rail movement is one option. The use of gravel pits next to the works will also be explored (CEMEX).

- Routing of construction traffic to specific roads.

- Carry out improvements on the local road network, proportionate to the impact of the closures.

Further issues the Council will comment on are :

The need for co-ordination with other proposed infrastructure projects to help minimise impacts.

Not disadvantage emerging infrastructure projects such as the Council's suggestion of a new bridge over the railway to serve a 'northern expansion' residential development; nor limit options for local highway diversions needed in response to third runway proposals.

Alternative location for flood plain compensation to avoid loss of a potential development site on the old oil depot site.

### **NO CHANGE TO RECOMMENDATION**