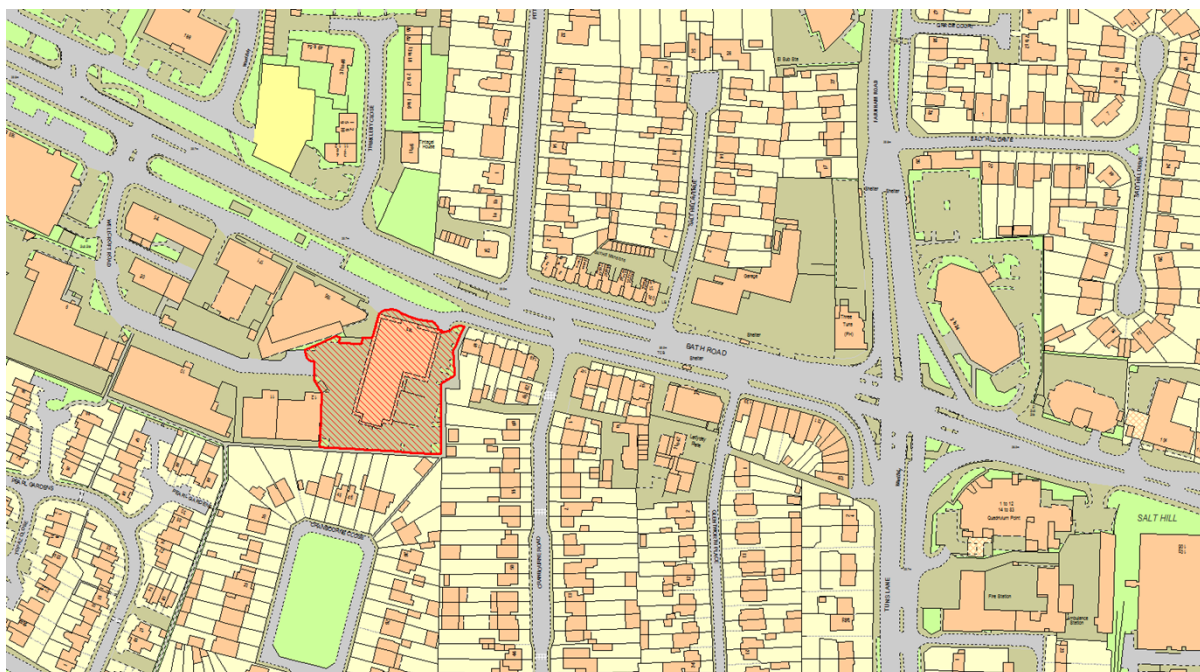


Registration Date:	17-Aug-2018	Application No:	P/04241/013
Officer:	Christian Morrone	Ward:	Cippenham Meadows
Applicant:	Kingsbridge Estates Ltd	Application Type:	Major
		13 Week Date:	16 November 2018
Agent:	Jim Bailey, Pegasus Group The Columbia Centre, Station Road, Bracknell, RG12 1LP		
Location:	163, Bath Road, Slough, Slough, SL1 4AA		
Proposal:	Change of use from serviced apartments (C1 Use Class) to self contained residential flats (C3 Use Class). Removal of existing roof and constriction of a two storey extension above existing second floor level to provide 3rd and 4th floor levels together with a four storey rear extension to create 106 flats (42 x studios; 52 x 1 bed; 12 x 2 bed). External alterations to provide new cladding, fenestration, and balconies. Realignment of adjoining public right of way.		

**Recommendation:** Delegation to the Planning Manager for approval.



## 1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 to secure the dedication of lands; a viability review mechanism; and the requirements set out in the travel plan;
- 2) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 6<sup>th</sup> July 2019 unless a longer period is agreed by the Planning Manager.

1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

## **PART A: BACKGROUND**

### 2.0 **Proposal**

2.1 This is a full planning application for:

- Removal of existing roof and constriction of a two storey extension over the existing second floor level to provide 3rd and 4th floor levels.
- Four storey rear extension with additional semi basement level.
- Change of use from serviced apartments (C1 Use Class) to self contained residential flats (C3 Use Class) to provide 106 flats (42 x studios; 52 x 1 bed; 12 x 2 bed).
- External alterations to provide new cladding, fenestration, and balconies.
- 124 parking spaces at surface level and within basement
- 112 cycle parking spaces within basement
- Realignment of adjoining public right of way.

### 3.0 **Application Site**

3.1 The application site is located on the southern side of Bath Road and to the west of the Bath Road and Tuns Lane crossroads. The site is currently occupied by a detached three storey building with additional semi basement level and hipped roof. The building is currently vacant, but was formally used as an apart-hotel (Class C1) after its original office use.

3.2 The site is adjoined by a public Right of Way footpath to the eastern side

and southern rear boundaries. Beyond the footpath to the east is a row of two storey terrace housing, and further east is the Tuns shopping parade on the corner of the Bath Road and Tuns Lane crossroads. Neighbouring the site to the west is a four storey detached office building occupied by LeasePlan, which is also neighboured by a four storey detached office building. The rear of these neighbouring offices are a pair of two storey warehouse buildings which also neighbour the rear western side of the application site.

- 3.3 Opposite the application site on the northern side of Bath Road is a two storey detached dwelling. To the east of this dwelling is Pitts Road with a block of three storey flats known as Salt Hill Mansion beyond which is a locally listed building. Neighbouring the dwelling the west is a vacant plot of land which formally accommodated a row of two storey housing. To the rear of the application site and adjoining the southern side public Right of Way footpath are the two storey semi detached houses in Cranbourne Close.
- 3.4 The site is located at the eastern end of the defined Wellcroft Road-Twinches Lane Business Area. The site lies in an area mixed in character whereby to the west there are larger scale buildings used for business purposes. To the south is suburban residential housing, and to the north and east are a mix of housing and small scale commercial premises.

#### 4.0 **Relevant Site History**

- 4.1 The most relevant planning history for the site is presented below:

P/04241/012	Submission of details pursuant to condition no.9 (access and parking layout) of planning permission p/04241/011 dated 08/05/2013. Conditions Complied With; Informatives; 29-Dec-2014.
P/04241/011	Change of use of existing offices (Class B1) to for an apart-hotel (Class C1). Approved with Conditions; Informatives; 08-May-2013.
P/04241/008	Retention of two panel illuminated site hoarding. Approved with Conditions; 26-Apr-1991.
P/04241/007	Landscaping of verge (amended plans 12.02.91 17.05.91 and 06.08.91) Approved with Conditions; 30-Aug-1991.
P/04241/005	Formation of additional car parking & landscaping (as amended on 24.11.88). Approved with Conditions 25-Nov-1988
P/04241/004	Erection of a free standing prismavision advertisement.

Approved with Conditions; 23-Sep-1988.

P/04241/003 Submission of details as required by conditions 2 3 4 and 7 of planning consent p/04241/002  
Approved with Conditions; 21-Jun-1988.

P/04241/002 Redevelopment to form a class B1 building with associated car parking.  
Approved with Conditions; 21-Jan-1988

## 5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), following revised plans, three site notices were displayed outside the site on 14/12/2018. The application was advertised as a major application in the 14/08/2018 edition of The Slough Express. Neighbour letters were sent out on 10/12/2018 to the following addresses:

7, Cranbourne Road, Slough, SL1 2XF, 8, Cranbourne Road, Slough, SL1 2XF, 149, Weekes Drive, Slough, SL1 2YW, 56, Cranbourne Road, Slough, SL1 2XG, 152, Bath Road, Slough, SL1 3XE, 61, Cranbourne Road, Slough, SL1 2XG, 62, Cranbourne Road, Slough, SL1 2XG, 160, Bath Road, Slough, SL1 3XE, 150a, Bath Road, Slough, SL1 3XE, 27, Cranbourne Close, Slough, SL1 2XH, 156, Bath Road, Slough, SL1 3XE, 12, Wellcroft Road, Slough, SL1 4AQ, 154, Bath Road, Slough, SL1 3XE, 40, Cranbourne Close, Slough, SL1 2XJ, 39, Cranbourne Close, Slough, SL1 2XH, 38, Cranbourne Close, Slough, SL1 2XJ, 58, Cranbourne Road, Slough, SL1 2XG, 1, Pitts Road, Slough, SL1 3XG, 163, Bath Road, Slough, Slough, SL1 4AA, 159, Bath Road, Slough, SL1 3XD, 60, Cranbourne Road, Slough, SL1 2XG, 59, Cranbourne Road, Slough, SL1 2XG, 57, Cranbourne Road, Slough, SL1 2XG, 42, Cranbourne Close, Slough, SL1 2XJ, 44, Cranbourne Close, Slough, SL1 2XJ, 45, Cranbourne Close, Slough, SL1 2XH, 46, Cranbourne Close, Slough, SL1 2XJ, 43, Cranbourne Close, Slough, SL1 2XH, 41, Cranbourne Close, Slough, SL1 2XH, 11, Wellcroft Road, Slough, SL1 4AQ, 11, Wellcroft Road, Slough, SL1 4AQ, First Floor, 11, Wellcroft Road, Slough, SL1 4AQ, Leaseplan Uk Ltd, 165, Bath Road, Slough, SL1 4AA, 37, Cranbourne Close, Slough, SL1 2XH, Flat 4, 142, Bath Road, Slough, SL1 3XE, 142, Bath Road, Slough, SL1 3XE, Flat 2, 142, Bath Road, Slough, SL1 3XE, Flat 1, 142, Bath Road, Slough, SL1 3XE, Flat 3, 142, Bath Road, Slough, SL1 3XE, 157, Bath Road, Slough, SL1 3XD, 155, Bath Road, Slough, SL1 3XD, 158, Bath Road, Slough, SL1 3XE, 5, Cranbourne Road, Slough, SL1 2XF, 6, Cranbourne Road, Slough, SL1 2XF, 150b, Bath Road, Slough, SL1 3XE

5.2 The public consultation period expired on 08/12/2019. Twelve letters of representation have been received from local residents objecting to the proposal with comments relating to:

- The addition of further additional floors would dominate the surrounding residential housing
- Removal of trees

*[Case Officer Note: The above issues are addressed within the section titled 'impact on the character and appearance of the area' of the Planning Assessment in Part B of this report].*

- Overlooking caused by the windows and balconies
- Noise disturbance

*[Case Officer Note: The above issues are addressed within the section titled 'Impact on amenity of neighbouring occupiers area' of the Planning Assessment in Part B of this report].*

- Increase in traffic causing congestion
- Parking provision falls short of policy compliance and would lead to overspill
- Would worsen the highway issues in Cranbourne Road

*[Case Officer Note: The above issues are addressed within the section titled 'Impact on highways and parking' of the Planning Assessment in Part B of this report].*

- Lack of any social housing provision under the section 106 agreement

*[Case Officer Note: The above issues are addressed within the section titled 'Affordable Housing and Infrastructure' of the Planning Assessment in Part B of this report].*

Any further letters received will be reported and assessed against planning policy on the 'Amendment Sheet to Committee' on the day of the planning committee.

## 6.0 **Consultations**

### 6.1 Local Highway Authority:

No objections:

Verbal comments confirming no objection in principle. A further assessment is currently being undertaken with regard to the more detailed aspects of the development. Should the Local Highway Authority have any further comments or any requirements, they will be issued on the Update Sheet to Committee.

### 6.2 Thames Water:

No objections:

*Waste water:*

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

*Water comments:*

Developer would need to secure water network upgrade or housing and infrastructure phasing plan.

6.3 Neighbourhood Protection / Environmental Services:

No comments received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.4 Contaminated Land Officer:

No objections subject to conditions:

I have reviewed the information submitted, together with our database of Potentially Contaminated Sites.

The proposed development is partially located on one of the Council's Potentially Contaminated Land sites as identified as part of the Prioritisation Procedure. The site is also located less than 100m from a former infilled area and a site with a Disused Tank Register entry. Considering that the proposal is to retain the residential use of the site, but adding extra units requiring groundworks, additional investigation and assessment will be required, to ensure there is no unacceptable risk associated with the development.

The reports submitted do not meet the requirements of the first condition as they are environmental searches only, and no interpretation, Preliminary Risk Assessment or Conceptual Site Model was produced as a result. Based on the above, I recommend the usual conditions are placed on the Decision Notice.

6.5 Lead Local Flood Authority:

No objections:

The submitted information addresses our requirements and we have no further comments.

6.6 Environmental Quality (Air Quality & Noise)

### *Air Quality:*

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO<sub>2</sub>, annual average), including:

- Slough Town Centre
- M4
- Tuns lane
- Brands Hill
- Bath Road

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM<sub>2.5</sub> in Slough (PHE). SBC adopted the Slough Low Emission Strategy 2018-25 on the 17th September. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: 'Land-Use planning and Development Management' Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

Where mitigation is required and refers to the 'Slough Electric Vehicle Plan' this can be found in Section 4.3 of the LES Technical Report. The Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.

In line with the Slough Low Emission Strategy, the scheme is considered to have a MEDIUM impact on air quality. As such, the scheme only requires an assessment of potential exposure of future residents to concentrations of NO<sub>2</sub> on Bath Road and the integration of Type 1 and 2 Mitigation measures, contained in the LES Planning Guidance.

There is existing residential use and, given NO<sub>2</sub> concentrations in the location and separation of the development façade from the main Bath Road carriageway, SBC is satisfied that the potential exposure of future residents to NO<sub>2</sub> of the development is acceptable.

The air quality assessment uses damage costs to estimate cost of mitigation required, which was calculated at £26,906, however this was completed erroneously. The calculation uses an incorrect location definition as transport average was used rather than transport outer conurbation or transport urban big which vary greatly in damage cost, and calculation of 5 year cost was incorrectly calculated as 2017 rather than 2018 was used and uplift by 2% per annum has not been included. Additional sources such as emissions from heating are also not included. However, SBC will accept a contribution of £25,000 towards the Low Emission Strategy objectives,

which will help fund the installation of a rapid charging unit on Bath Road. Details of this project can be found in Appendix 1.

The scheme will provide 106 flats and 124 parking spaces. It is assumed that there will be at least 1 parking space allocated for each flat.

**Mitigation Requirements:**

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As the scheme will allocate at least 1 parking space per flat, each of these spaces is required to provide access to electric vehicle recharging facilities.
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report
- The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure. Consideration should be given to the provision of electric vehicle demonstration vouchers for new residents

**Noise:**

An environmental noise assessment was conducted by The Stilwell Partnership from 02/08/2018-03/08/2018.

The noise level across the site was recorded in the range 58-63 dB LAeq,16hr during the day and 52-57 dB LAeq,8hr at night, and night-time LAmix noise levels of the typical highest events are in the range 74-82 dB. Recorded noise levels are higher at the north (Bath Road) than at the south of the site.

The internal levels with open windows are higher than those recommended in the WHO Guidelines. As ventilation via open windows is not recommended due to noise levels originating from high traffic flow on Bath Road, ventilation should be provided via passive ventilators or a mechanical system.



Ventilation and glazing suitable to meet internal levels is specified within the assessment report. It is the responsibility of the manufacturer to provide evidence of compliance with the octave band sound reduction performance for the glazing and ventilation.

The assessment has demonstrated that the requirements established in BS 8233:2014 will be met inside all habitable rooms, by the use of the acoustic specifications for the external building fabric.

Verbal Comments added:

Please add a condition to ensure the development is carried out in accordance with the building fabric and ventilation recommendations set out in the Planning Noise Assessment by Patrick Parsons (ref. A18256C); Dated August 2018.

This is to ensure future residents are not subjected to unacceptable noise levels once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

6.7 Crime Prevention Design Advisor:

No objections:

Verbal comments agreeing to secure access strategy and letter drop by condition.

6.8 Viability Specialist

Based on the information submitted we have concluded the proposal would result in a deficit of £40,000.

6.9 Tree Officer:

No objections subject to conditions:

There are good trees on the boundary between the residential properties of Cranbourne Close which provide a good degree of screening this is enhanced by the trees in the properties themselves. There are some trees within the site on the boundary with the residential properties in Cranbourne Road and Bath Road. All these boundary trees are important and should be protected during any development; no trees need to be removed to enable the development.

It would be desirable to have some more planting on the boundaries to enhance the screening and some trees installed within the site to soften the car parking area. These would need to be established in specialised pits to

provide enough volume of soil for the roots of the trees but there are systems available to enable this.

Accordingly I am minded that the proposed development is possible without having a detrimental effect on the existing trees but these will need protecting so an Arboricultural Method Statement will be required and the measures within implemented. Further would recommend that a detailed landscape proposal including tree planting would greatly improve the site and is desirable to enhance the boundary screening.

## **PART B: PLANNING APPRAISAL**

### **7.0 Policy Background**

#### **7.1 National Planning Policy Framework 2018:**

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 6: Building a strong, competitive economy

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

Chapter 15: Conserving and enhancing the natural environment

The Slough Local Development Framework, Core Strategy 2006 – 2026,  
Development Plan Document, December 2008

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 5 – Employment

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EMP12 - Remaining Existing Business Areas

EN1 – Standard of Design

EN3 – Landscaping Requirements

EN5 – Design and Crime Prevention

EN17 – Locally Listed Buildings

H11 – Change of Use to Residential

H14 – Amenity Space

T2 – Parking Restraint

T7 – Rights of Way

T8 – Cycle Network and Facilities

T13 – Road Widening Lines

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map
- Flat Conversions Guidelines

Slough Local Development Plan and the NPPF

The revised version of the National Planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 The planning considerations for this proposal are:

- Principle of development
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Air Quality
- Sustainable design and construction
- Surface water drainage
- Sustainable Design and Construction
- Affordable housing and Infrastructure
- Section 106 Requirements

8.0 **Principle of development**

8.1 The site is located within a defined Business Area where Core Policy 5 of the Core Strategy seeks to resist the loss of employment uses. The existing use as an 'aparthotel' was permitted via planning permission P/04241/011 where the change of use from offices was considered acceptable because

an 'aparthotel' would still provide some employment, compared to residential housing which could have been implemented under permitted development. Due to the sealed nature of the building, including no openable windows or mechanical ventilation, the resulting living conditions were not suitable for any form of residential occupation and the 'aparthotel' has since been vacated. This application seeks to rectify these issues through physical adaptations while also changing the use from the 'aparthotel' (C1 Use Class), to self contained residential flats (C3 Use Class). Given the original office use could have undergone a change of use to residential flats through permitted development rights, and given the issues regarding the resulting poor accommodation conditions which would be improved through a purpose built change of use, the proposal change of use to residential (C3 Use Class) is in this instance considered to be acceptable in principle.

8.2 Core Policies 1 and 4 which seek high density non family type housing to be located within the town centre or urban areas. Within suburban residential areas, Core Policy 4 seeks limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area.

8.3 The application proposes flats which is not family housing and the site is located within a business area and is not within a typical suburban area. Furthermore, there would be no loss of family housing as a result of the proposal. As such it is accepted that flats would be an appropriate housing type on this application site.

8.4 Having regard to the Local Development Plan, there are no objections to the principle of residential flat development on this site.

9.0 **Mix of housing**

9.1 The National Planning Policy Framework 2018 seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4. The proposal would provide 42 x studios; 52 x 1 bed; 12 x 2 bed, which, over a small site as proposed provides mix of homes appropriate for the location that would help achieve sustainable, inclusive and mixed communities.

10.0 **Impact on the character and appearance of the area**

10.1 The National Planning Policy Framework 2018 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.

10.2 The proposed enlargements would result in the removal of the existing

hipped roof and extend the building above the existing eaves height to provide additional 3rd and 4th floor levels, together with a four storey extension to the rear of the building. This would increase the overall height of the building by approximately 0.45 metres and create additional mass at high level and at the rear of the site.

- 10.3 The existing building which marks the beginning of this business area where to the west is already much larger in scale and height than existing two storey houses neighbouring the site to the south and east. Although the proposed extension would increase the building's height and mass, the resulting scale would be viewed more in context with the larger buildings within the business area to the west and less so with the two storey housing to the south and east where appropriate separation distances would be retained to mitigate any unacceptable visual dominance.
- 10.4 To the front, the width of the Bath Road offers a large amount of separation distance from the buildings on the northern side of the highway. This provides appropriate space from the neighbouring buildings to the north including the locally listed Salt Hill Mansions to prevent any unacceptable visual dominance from the resulting scale and mass. The setting of the Salt Hill Mansions would therefore be acceptably retained.
- 10.5 The proposal would depart from the form and style of the existing building to introduce a flat roof form and contemporary styling with appropriate proportions, increased glazing, a mix of textures, and recessed elevations. This is considered to provide an improved visual appearance compared to the existing building. In order to ensure a high quality development is built out, conditions are included to secure high quality materials, and large scale plans/elevations are to be provided to ensure appropriate quality and detailing. As such, subject to conditions, the proposal would achieve a high quality design that would complement the character and appearance of the surrounding area.
- 10.6 The site contains some good quality trees which provide important softening along the eastern side and southern rear boundaries of the site. Although these trees are proposed to be retained, the Council's Tree Officer recommends a condition is imposed to ensure they are protected during the construction phase. This has been included within the list of conditions.
- 10.7 Given the building's curtilage is already a hardstanding area that is currently and is proposed to be used for parking, and is quite well screened from the surrounding area, it would not be appropriate to seek further landscaping enhancements.
- 10.8 Based on the above and subject to conditions, the proposal would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policies EN1, EN2, EN3, and EN17 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local

Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2018.

**11.0 Impact on amenity of neighbouring occupiers**

- 11.1 The National Planning Policy Framework 2018 encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policies 8 and 9 of the Core Strategy and Local Plan Polies EN1 and EN2.
- 11.2 Neighbouring the site to the southern rear are a number of two storey semi detached houses which front Cranbourne Close and include back gardens which abut the public right of way which bounds the rear of the application site. The proposed rear extension would extend beyond the rearmost part of existing building by approximately 6.5 metres and also extend west beyond the limits of the existing west elevation. This would bring additional built form at four storeys (plus additional semi basement level), closer to the neighbouring houses in Cranbourne Close. A minimum separation distance of approximately 8 metres from the closest neighbouring rear boundaries at nos. 45 and 46 Cranbourne Close would be retained. Given these houses have rear garden depths of approximately 17 metres, the proposed 8 metre separation distance from their rear boundaries would not result in an unacceptable overbearing impacts or an unacceptable loss of outlook for the occupiers nos. 45 and 46 Cranbourne Close.
- 11.3 The proposed rear extension would not encroach beyond the full width of remaining rear gardens in Cranbourne Close. The separation distances from these southern boundaries of the site would be similar as described above and therefore would not have unacceptable impacts in terms of overbearing and outlook for these properties.
- 11.4 The proposed increase in the overall height of the main building would be contained within the footprint of the existing building and would be separated by enough distance from neighbouring boundaries to prevent any unacceptable loss of outlook or overbearing impacts for the occupiers in Cranbourne Close. Furthermore, given the northern orientation and separation distances in relation to Cranbourne Close, the proposed increase in height and mass would not result in an unacceptable or loss of daylight or sunlight for the occupiers in Cranbourne Close.
- 11.5 There are windows proposed within southern elevation of the rear extension that would be secondary windows serving habitable areas within studio flats. The south facing parts of these windows should be conditioned to be obscurely glazed and non opening. The high level windows in this elevation would be positioned at a height no lower than 1.8 meters from the internal finished floor level. Based on these factors, the proposal would not result in

any unacceptable overlooking or loss of privacy into the properties to the south in Cranbourne Close

- 11.6 To the east are the two storey houses fronting Bath Road. The rear gardens of 157 & 159 Bath Road are already overlooked by the existing windows within the easternmost side elevation of the existing building. The proposed pattern of fenestration within the easternmost side elevation would be similar to the existing. The proposed upper floor extension to easternmost side elevation would include four high level windows serving kitchen areas and four oriel window bays serving living and bedroom areas within the two flats positioned centrally within this elevation. The oriel window bays would include opaque glass within both the northeast bay of the bedrooms and southeast facing bays of the living areas, which would restrict views into the sensitive areas of the neighbouring gardens and windows of the two storey housing fronting Bath Road. The southeast bay to the bedrooms and northeast bay to the living areas would be clear glazed and provide views to the front and rear of the site, and away from the more sensitive areas of the neighbouring properties. The proposal for residential flats would therefore not result in any significant additional overlooking into the rear gardens serving the two storey houses fronting Bath Road when compared to the existing 'aparthotel'. The set back eastern elevation to the rear of the site would include balconies and additional windows in the upper floor extension; however this elevation would be set away from the rear end of the back gardens Bath Road and Cranbourne Road by approximately 24 metres (min.). Given this separation distance, and given the views would be restricted to the rear part of these gardens which also offer significant depth, the proposal would not result in unacceptable impacts in terms of overbearing, outlook, daylight, or sunlight for the occupiers of the residential housing to the east.
- 11.7 The remaining neighbouring properties would be set away from the proposal by a distance great enough to prevent any unacceptable impacts on their amenity in terms of overlooking, overbearing, outlook, daylight, or sunlight.
- 11.8 A neighbour representation letter has objected to the proposal with comments relating to noise disturbance. While it is accepted that the residential use is of a relatively high density, the number of traffic movements in and out of the site would not be significantly more than what the existing site could generate. The pedestrian accesses are located well away from neighbouring property and therefore should not give rise to unacceptable noise or disturbance. Internal noise from within the proposed flats would result from normal day-to-day living and would not give rise to unacceptable noise disturbance, particularly given the separation distances from neighbouring property. Any significant rise in noise generation from within the proposed flats would be dealt with by the relevant Environmental Protection regulations. However, there are large flat roofed areas that could potentially be used as external terrace/amenity area and thereby potentially result in neighbour amenity issues. In order to prevent

this, a condition is included to prevent the use of the flat roofed areas for this purpose.

- 11.9 Based on the above, and subject to conditions, no objections are raised in terms of the impacts on neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2018.
- 12.0 **Living conditions for future occupiers of the development**
- 12.1 The National Planning Policy Framework 2018 states that planning should create places with a high standard of amenity for existing and future users.
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."
- 12.3 Access from the street would be gained directly from the footway adjoining the Bath Road service road. A lobby and stairs to the upper ground floor level would provide access to the flats on the upper ground floor and access to the remaining floors would be gained via two lifts and a stair core. A secondary stair core at the rear of the building provides access from within the semi basement carpark and surface level car park for residents who have parked within the site.
- 12.4 Considering the number residential units proposed, the number of access points would appropriately distribute the residents and visitors past a minimal number of residential units and therefore minimise likely disturbance for future occupiers.
- 12.5 The proposed flats would have acceptably sized internal spaces that would comply with the Council's guidelines. The plans have been revised replace a small atrium within the front eastern side projection at the third floor and fourth floor levels there are two flats (no. 317 and 417) with oriel window bays. As such all of the proposed flats are now considered be served by windows that provide a suitable degree of daylight, aspect, and outlook.
- 12.6 Turning to external amenity space, most of the flats would be served by private appropriately sized balconies. A small number of flats would be served by very small balconies or no balconies, however, due to the close location to Salt Hill Park and given the vast majority of flats would be served by appropriately sized balconies a relaxation in external amenity is justified in this instance.
- 12.7 As the proposal would be positioned within close proximity to the Bath Road (annual average daily traffic of more than 10,000) a noise report has been



submitted which assesses the potential noise impacts on the living conditions of the future occupiers. The submitted Noise Assessment asserts the noise impacts can be mitigated through the building fabric and trickle vents within the windows. This has been assessed by the Council's Environmental Quality Officer who have agreed the these findings which should be secured by condition.

- 12.8 Based on the above, and subject to addressing the issues around outlook and daylight for flats 317 and 417, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

13.0 **Crime Prevention**

- 13.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.
- 13.2 The main access from the street would be gained directly from the footway adjoining the Bath Road service road through secure double doors where there is already a good level of natural surveillance from the Bath Road and also from the proposed windows in the upper floors.
- 13.3 Cycle storage would comprise an integral communal secure store positioned within the southern end of the eastern block at ground floor level, and include 112 cycle parking spaces. Due to the large number of spaces required, it is recommended that store includes segregated secure stores/cages. Given the layout of the cycle store, it would reasonably offer itself to segregated secure stores/cages that should accommodate no more than 26 cycle spaces. This can be secured by condition.
- 13.4 Based on advice from the Crime Prevention Officer, the proposed layout has been revised to be compartmentalised by fob accessed doorways which should limit undesirable permeability and restrict access to a limited area surrounding each resident's flat. This has been accompanied by a detailed access strategy. The Crime Prevention Officer has been re-consulted and subject to any comments/requirements which will be issued on the Update Sheet to Committee, a condition should be included to secure the details proposed within the access strategy
- 13.5 The Public Right of Way to the eastern side of the site includes a kink which provides a secluded area which has resulted in criminal activity. The applicant has agreed to dedicate some land within the site to widen to Public Right of Way to provide more public surveillance into the ally-way from the Bath Road and therefore help remedy the current situation. The dedication of land should be included with the Section 106 Agreement.

- 13.6 Based on the above, and subject to any objections from the Design Prevention Officer, the proposal is considered to be in accordance with the requirements of Policy EN5 of the adopted Local Plan.
- 14.0 **Highways and Parking**
- 14.1 The National Planning Policy Framework 2018 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 2018 states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.
- 14.2 The Local Highway Authority has undertaken an initial assessment of the application and has raised no objections to the proposal in principle. A further assessment is currently being undertaken with regard to the more detailed aspect of the access and parking. Should the Local Highway Authority have any further comments or any requirements, they will be issued on the Update Sheet to Committee
- 14.3 The existing site incorporates two vehicular access points, one at the front via the Bath Road service road and one at the rear via Wellcroft Road. This application proposes to retain the rear access for pedestrian use only and close it off for vehicular traffic. The main access via the Bath Road Service Road would be retained as vehicular access.
- 14.4 The proposal would result in a minor increase in trip generation compared to the existing use. The Local Highway Authority has assessed this and verbally confirmed this would not have a significant impact on the safety and function of the highway network.
- 14.5 The application proposes 124 parking spaces at surface level and within a semi basement level. Although this falls short of the quantum set out in the development plan for ‘predominately residential areas’, the application site is not within a predominately residential area. Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems.
- 14.6 Cycle storage would comprise an integral communal secure store positioned within the southern end of the eastern block at ground floor level, and include 112 cycle parking spaces. Due to the large number of spaces

required, it is recommended that store includes segregated secure stores/cages. Given the layout of the cycle store, it would reasonably offer itself to segregated secure stores/cages that should accommodate no more than 26 cycle spaces. This can be secured by condition.

14.7 This application proposes a ratio of 1.1 parking spaces per unit. The site is served by a main bus service, a defined cycle route, and is positioned within walking distance of a large employment area and an approximate 22 minute walk to Slough train station and the town centre facilities. Furthermore, the proposed flats would be adjacent to the proposed Slough Mass Rapid Transit (SMaRT) that will connect to the town centre and Heathrow. When taking this into consideration with proposed large provision of 1 bed flats, car ownership levels are likely to be lower than the local plan requirement for residential housing in the suburbs. Therefore, in this instance, the proposed parking provision at a ratio of 1.1 spaces per unit the Local Highway Authority has verbally agreed this would unlikely lead to unsafe on-street parking.

14.8 There is a small area at the front of the site to eastern side of the access road which is located with a highway widening line. The landowner has agreed to dedicate this to the highway authority as adopted highway, which will need to be secured through a Section 106 Agreement.

14.9 Subject to securing the adoption of the land within the highway widening line, and any further requirements from the Local Highway Authority, the proposals are considered to accord with Core Strategy Policies 7 and 8, Local Plan Policy T2 and T13, and the requirements of the National Planning Policy Framework 2018.

15.0 **Air Quality**

15.1 The application is located next to the Bath Road Air Quality Management Area. Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in Paragraph 181 of the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

15.2 The Council has recently adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments.

15.3 The Council's Environmental Quality Officer has confirmed that the proposal would not lead to unacceptable impact on the future occupiers in terms of exposure. However, the change of use would lead to an increase in trip rates through the Air Quality Management area and therefore the Environmental Quality Officer has recommended following mitigation:

- EV charging to all spaces
- £25,000 mitigation costs towards an on-street EV charging point
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report
- The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure. Consideration should be given to the provision of electric vehicle demonstration vouchers for new residents

15.4 Given the viability of the scheme has found to be in deficit the following relaxations with regard to the above have been negotiated with the developer:

- a relaxation in the onsite EV provision to 10 percent provision along with a power capacity with the ability to power 100 percent of the parking provision for future EV charging;
- omission of the £25,000 mitigation costs towards an on-street EV charging point;
- the remaining requirements set by the Environmental Quality Officer are agreed.

The above relaxations are considered appropriate when considering the deficit in viability. Furthermore, as the Low Emission Strategy does not form part of the Local Development Plan, the presumption in favour of sustainable development within the National Planning Policy Framework applies. Here it is considered that the resulting harm from the the above relaxations would not result in any harmful impacts that would significantly and demonstrably outweigh the benefits, when assessed against the Policies in National Planning Policy Framework taken as a whole.

15.5 Access to the EV Charging spaces should be ensured through a car park management plan which would allow spaces with charging points to be reallocated to the tenants that require them. The remaining requirements of the mitigation listed above will be sought.

15.6 Based on the above, the proposal would comply with. Core Policy 8 of the

Core Strategy and would meet presumption in favour of sustainable require by the National Planning Policy Framework.

16.0 **Surface water drainage**

- 16.1 A Ministerial Statement from December 2014 confirms the Government's commitment to protecting people from flood risk. This Statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of 'flash flooding'. Such flooding occurs when rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back-up of water to the surface. Both Core Strategy Policy 8 and paragraph 163 of the National Planning Policy Framework 2018 requires developments to not increase flood risk
- 16.2 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 16.3 The application includes a drainage strategy which has been assessed by the Lead Local Flood Authority and found to be acceptable. Subject to securing the strategy by condition, no objections are raised.

17.0 **Sustainable Design and Construction**

- 17.1 Core Policy 8 combined with the Developers Guide Part 2 developments of 50 or more dwellings to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically developments should be designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulation in terms of carbon emissions. In addition to better than Building Regulations, proposals should incorporate energy generation from low or zero carbon sources on site or nearby (i.e. if CHP or district heating is available nearby). The level of energy generation from these low or zero carbon sources should be equivalent to approximately 10% of the developments carbon emissions. For residential development this is defined by the carbon emissions figure of 10 - 15% lower than TER as described above.
- 17.2 The submitted design and access statement indicates that the above requirements would be met; however no details have been submitted to demonstrate this. A condition is therefore included to secure details to demonstrate how the proposal would comply with the above.

18.0 **Affordable Housing and Infrastructure**

- 18.1 Core Policy 1 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with

other forms of affordable housing.

- 18.2 Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.
- 18.3 In accordance with the updated Developer Guide Part 2, (September 2017), as the proposal is for over 70 units, the application would attract on-site affordable housing provision of 40 percent and financial contributions towards education and recreation. The applicant has not applied for Vacant Building Credit, however, a viability report has been submitted which asserts that securing the all of the above requirements would render the scheme unviable and therefore undeliverable. This has been assessed by our viability specialist who has confirmed the proposal would result in a deficit of approximately £40,000. As the deficit is relatively low, the developer who is also the landowner, feel the proposal can still be delivered and provides the most appropriate solution for bringing the site back into use.
- 18.4 Where it is found that the policy compliant amount of affordable housing and infrastructure payments cannot be achieved, it is for the Local Planning Authority to balance the benefits of the proposal against the harm caused by absence of the normally required planning obligations. Given the proposal would provide an additional 106 good quality residential units towards the Slough's housing need, the benefits towards the sustainability are significant. When measured against the harm caused by the absence of any planning obligations the benefits towards the sustainability of the area are considered to outweigh the harm. However, it is recommended that a review mechanism is included within a Section 106, which will give the local planning authority to review the viability of the proposal again should there be a delay in building the proposal out.
- 18.5 Based on the above, no objections are raised regarding affordable housing and infrastructure.

19.0 **Section 106 Requirements**

- 19.1 As set out above, the proposed development would attract the following planning obligations:
- Dedication of land to widen the Public Right of Way to the eastern side of the application site.
  - Dedication of land within the road widening line.
  - Viability Review Mechanism.
  - Travel Plan.
- 19.2 The above planning obligations should be secured through a Section 106 Agreement before this planning permission is granted.

## 20.0 **Neighbour Representations**

20.1 Officers have carefully read the third party representations put forward by the residents of the neighbouring properties. The material planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment. The following comments relating to the processing of the application and short term lets or Airbnb type accommodation are addressed below:

- 25 Cranbourne Road and other residents in Cranbourne Road were not notified.
- Not aware of any site notice outside the site.

Case Officer Response: All neighbours adjoining the application site were notified of the proposed development by post which is in accordance with the relevant planning regulations and the Council's public engagement procedure. Although some of the properties in Cranbourne Road were notified by post because they adjoin the site, many properties in Cranbourne Road (including no. 25) were not notified by post as they do not adjoin the application site. Site notices were displayed outside the site, and press notices were published in the local press.

a) Concerns regarding short term lets or Airbnb type accommodation

Case Officer Response: should any of the flats be used for short term lets that would not fall within the C3 Use Class, then enforcement action could be taken.

## 21.0 **PART C: RECOMMENDATION**

21.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 to secure the dedication of lands; a viability review mechanism; and the requirements set out in the travel plan;
- 2) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 6th July 2019 unless a longer period is agreed by the Planning Manager

**PART D: LIST CONDITIONS AND INFORMATIVES (TBC)****1. Commence within three years**

The development hereby permitted shall be commenced within three years of 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. Drawing Numbers**

The development hereby permitted shall be carried out in accordance with the following approved plans:

- a) Drawing No. (05)201; Dated 16/04/2018; Rec'd 01/08/2018
- b) Drawing No. (05)202; Dated 16/04/2018; Rec'd 01/08/2018
- c) Drawing No. (05)203 Rev A; Dated 16/04/2018; Rec'd 18/10/2018
- d) Drawing No. (05)204 Rev A; Dated 16/04/2018; Rec'd 18/10/2018
- e) Drawing No. (05)205 Rev A; Dated 16/04/2018; Rec'd 18/10/2018
- f) Drawing No. (05)206 Rev D; Dated 13/02/2018; Rec'd 05/12/2018
- g) Drawing No. (05)207 Rev C; Dated 13/02/2018; Rec'd 05/12/2018
- h) Drawing No. (05)208 Rev B; Dated 16/04/2018; Rec'd 23/11/2018
- i) Drawing No. (05)250; Dated 27/07/2018; Rec'd 01/08/2018
- j) Drawing No. (05)251; Dated 27/07/2018; Rec'd 01/08/2018
- k) Drawing No. (05)260; Dated 31/07/2018; Rec'd 01/08/2018
- l) Drawing No. (05)261 Rev D; Dated 30/07/2018; Rec'd 05/12/2018
- m) Drawing No. (05)262 Rev B; Dated 30/07/2018; Rec'd 18/10/2018
- n) Drawing No. (05)263 Rev A; Dated 30/07/2018; Rec'd 18/10/2018
- o) Drawing No. (05)261 Rev A; Dated 30/07/2018; Rec'd 18/10/2018

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. Phase 1 Desk Study and Preliminary Risk Assessment**

Development works shall not commence until a Phase 1 Desk Study (DS) has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land



Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

#### 4. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

#### 5. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) 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.

#### 6. 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.

#### 7. Levels

No development shall commence until plans showing details of: existing and finished ground levels; finished floor levels; and the finished roof level, and the finished roof level of the neighboring LeasePlan building has been submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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 (saved polices), and the requirements of the National Planning Policy Framework 2018.

#### 8. Samples of Materials

Prior to the commencement of development samples of external materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of external envelope of 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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

#### 9. Architectural details

No development shall commence until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows (including surroundings and reveals), down pipes, gutters, edging details to flat roofs, balustrades, balconies, and all elevational detailing have all been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

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 (saved polices), and the requirements of the National Planning Policy Framework 2018.

#### 10. Construction Management Scheme

No demolition or development shall commence on site 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 (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. 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 and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in

accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

#### 11. Submission of tree protection

No development shall commence until tree protection measures during construction of the development for existing retained trees (as identified on the approved landscaping scheme) 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 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004.

#### 12. Sustainable Design and Construction

Development of the rear extension above damp proof course level, the upper floor extensions, or work to the external envelope shall not commence on site 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) at (**% TBA**) lower than all of the dwellings combined for 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 a better than Building Regulation 2013 Part L 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 and the approved measures shall be retained thereafter

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

### 13. Cycle Parking

No part of the development hereby permitted shall be occupied until segregated secure stores/cages within the proposed cycle store area that should accommodate no more than 26 cycle spaces have been detailed on floor plans and submitted and approved in writing by the local planning authority. The development shall be carried out in full accordance with the approved details prior to first occupation shall be retained in good working order at all times in the future.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T8 of The Adopted Local Plan for Slough 2004, and the National Planning Policy Framework, 2018.

### 14. External Site Lighting

No part of the development hereby permitted shall be occupied 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, hours of use, and vertical and horizontal illuminance levels including on neighbouring land. The scheme shall there would be no increase in light on neighbouring habitable windows by more than one candela over the ambient background lighting

The development shall be carried out in full accordance with the approved details prior to first occupation and shall be retained as such at all times in the future. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties an to provide safer access to the cycle store in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

### 15. Privacy screening

No part of the development hereby permitted shall be occupied until details of privacy screening to the sides of the balconies have been have been detailed on floor plans and elevations and submitted and approved in writing by the local planning authority. The development shall be carried out in full accordance with the approved details prior to first occupation shall be retained in good condition at all times in the future.

REASON In the interests of neighbor amenity and to ensure no overlooking within the proposed development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2018.

#### 16. Electric Vehicle Car Park Management Plan

Prior to first occupation, an Electric Vehicle Car Park Management Plan detailing how the 12no. electric vehicle charging spaces will be offered to and allocated to future occupiers who require electric vehicle charging points shall be submitted and approved in writing by the local planning authority. The development shall be carried out in full accordance with the approved details on first occupation shall be retained at all times in the future.

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2018.

#### 17. Privacy Glazing – South Elevation

Prior to first occupation, samples of the obscure glazing to be used in the southernmost rear elevation of the development hereby shall be submitted and approved in writing by the local planning authority. The south facing windows serving flats 124; 224; and 321 on the approved plans shall be glazed with obscure glass in accordance with the approved plans and the approved samples, and those obscured parts shall be non opening to a level of 1.8m from the internal finished floor level. These details shall be fully installed prior to first occupation and be retained at all times in the future.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN1 of The Adopted Local Plan for Slough 2004

#### 18. Privacy Glazing – East Elevation

Prior to first occupation, samples of the obscure glazing to be used in the easternmost side elevation of the development hereby shall be submitted and approved in writing by the local planning authority. The oriel bay windows within the easternmost side elevation shall be partly glazed with obscure glass in accordance with the approved plans and

the approved samples, and those obscured parts shall be non opening to a level of 1.8m from the internal finished floor level. These details shall be fully installed prior to first occupation and be retained at all times in the future.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN1 of The Adopted Local Plan for Slough 2004

#### 19. Noise attenuation and ventilation mitigation

The development hereby approved shall be carried out in with the building fabric and ventilation recommendations set out in the Planning Noise Assessment by Patrick Parsons (ref. A18256C); Dated August 2018.

The development shall be carried out in full accordance with these details prior first occupation shall be retained in good working order at all times in the future.

REASON to ensure future residents are not subjected to unacceptable noise levels once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008

#### 20. Gas-fired boilers emissions

All gas-fired boilers within the development hereby approved shall be Individual gas fired boilers with Nitrogen Oxides emission standard of <40mgNOx/kWh.

The development shall be carried out in full accordance with these details prior first occupation shall be retained in good working order at all times in the future.

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2018.

#### 21. Electric vehicle charging

The 12no. Electric Vehicle charging bays as shown on the approved plans along with infrastructure capacity to power 100 percent of the parking provision for future Electric Vehicle charging shall be fully

operational and available for use prior to first occupation. The 12no. Electric Vehicle charging points shall incorporate Type 2 sockets and be rated to at least 3.6kW, 16amp, 0 7kW 30amp single phase.

The Electric Vehicle charging bays shall be retained in good working order at all times in the future.

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2018.

## 22. No vehicle access gates, roller shutters

No vehicle access gates, roller shutters doors or other vehicle entry barriers (other than those existing on site or approved by this planning permission) shall be installed on the Bath Road entrance or along any part of the access road within the site without first obtaining permission in writing from the Local Planning Authority

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, and in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, and the requirements of the National Planning Policy Framework 2018.

## 23. Surface Water Drainage – SUDS

The surface water control measures shall be carried out in accordance with the following details:

Surface Water Drainage Strategy Report by Stillwell Partnership (ref. A18256C); Dated July 2018; Rec'd 01/08/2018

The drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Core Policy 8 of the adopted Core Strategy 2006 – 2026, and the requirements of the National Planning Policy Framework 2018.

## 24. Car Parking

The parking spaces and turning area shown on the approved plans shall



be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles ancillary to the use hereby permitted.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2018.

## 25. Refuse and Recycling

The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2018.

## 26. No additional windows

No windows (other than those hereby approved) shall be formed in the any part of the of development without the prior written approval of the Local Planning Authority.

REASON To protect the privacy of the neighbouring property and to ensure no overlooking to the car park site to help ensure that these would not prejudice wider redevelopment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2018.

## 27. Use of flat roofs

The roof areas on the development hereby approved shall not be accessible for residents or visitors and shall not be used as a balcony, roof garden or other amenity area.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, and the requirements of the National

## 28. High Level Windows

The high level windows as shown on the approved plans within the easternmost side elevation and southernmost rear elevation within the shall be positioned at a height no lower than 1.8 meters from the internal finished floor level.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN1 of The Adopted Local Plan for Slough 2004

## 29. Security

The development hereby approved shall be carried out in accordance with the security details as proposed within the following plans and documents:

- a) Secured by Design Draft Rev A, (ref. 18015/163 Bath Road, Slough), Dated 17<sup>th</sup> October 2018; Rec'd 17/10/2018
- b) Drawing No. (05)400; Dated 10/08/2018; Rec'd 17/10/2018
- c) Drawing No. (05)401; Dated 10/08/2018; Rec'd 17/10/2018
- d) Drawing No. (05)402; Dated 10/08/2018; Rec'd 17/10/2018
- e) Drawing No. (05)403; Dated 10/08/2018; Rec'd 17/10/2018
- f) Drawing No. (05)404 Rev A; Dated 10/08/2018; Rec'd 23/11/2018
- g) Drawing No. (05)405 Rev A; Dated 10/08/2018; Rec'd 23/11/2018

The development shall be carried out in full accordance with these details prior first occupation shall be retained in good working order at all times in the future.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved policies) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2018.

## INFORMATIVES:

1. The developer and landowner are 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. In dealing with this application, the Local Planning Authority has worked

with the applicant in a positive and proactive manner through pre-application discussions. 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.

3. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.
4. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.
5. During the demolition phase, suitable dust suppression measures must be taken in order to minimise the formation & spread of dust.
6. All waste to be removed from site and disposed of lawfully at a licensed waste disposal facility.
7. Highways:

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 unit/s.

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 license 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.

8. Thames Water

The developer may need to engage with Thames Water regarding

network upgrades to accommodate the additional flows from the development; or to enter into housing and infrastructure phasing plan with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://thameswater.co.uk/preplanning).

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)