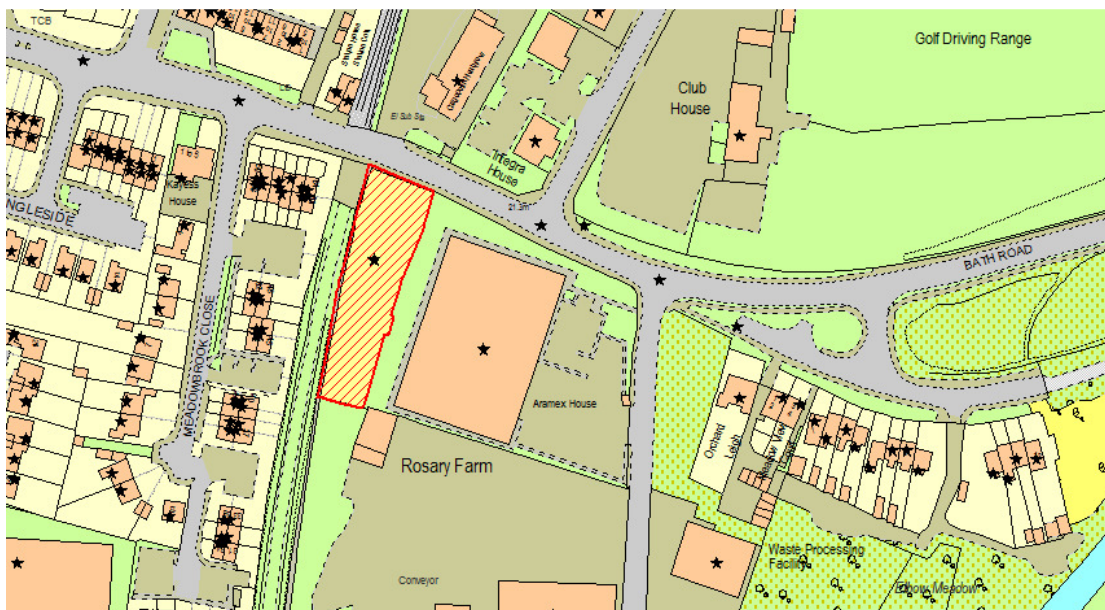


Registration Date:	09-August-2019	Application No:	P/12934/013
Officer:	Michael Scott	Ward:	Colnbrook-with-Poyle,
Applicant:	Talwinder Hayre, Hayre Investments (Slough) Ltd	Application Type:	Full Planning
		13 Week Date:	08-Nov-2019
Agent:	GA&A Design, Suite 1, First Floor, Aquasulis, Aquasulis, 10-14 Bath Road, Slough, SL1 3SA		
Location:	Theale, Old Bath Road, Colnbrook, Slough, SL3 0NS		
Proposal:	Redevelopment of site to provide 27no. flats contained within one 5 storey and one 4 storey block together with access parking and landscaping. (Retrospective)		

Recommendation: Delegate 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 all other relevant material considerations, it is recommended the application be delegated to the Planning Manager:

1) For approval subject to: No substantive issues being raised by the Local Lead Flood Authority, the satisfactory completion of a s106 agreement, finalising conditions and pre-commencement conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 31st August 2020, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee.

- 1.2 Under the current constitution, 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 Further to the approved scheme under SBC ref: P/12934/009, this is a full planning application to:

- Remodel and reposition of 4-storey Block B resulting in omission of the previously approved undercroft parking and the provision of 4 additional residential units.
- Revise the form of 5-storey Block A, following construction of the approved building as a “shell”, to incorporate the previously approved undercroft parking by “infilling” the rear elevation to provide an additional residential unit.
- Revise the layout of all external areas to provide access, car parking, cycle storage, bin & recycling facilities and landscaping.

3.0 Application Site

- 3.1 The site comprises the land of a former bungalow called “Theale”, which was demolished to make way for the partially implemented development approved under P/12934/009, and additional land formerly part of the redundant West Drayton to Staines railway line alongside. The acquisition of this additional land, including a private footpath from Bath Road to Poyle New Cottages to the south, enables the site to be wider than previously, which gives rise to this new scheme.
- 3.2 The site is located between the predominantly industrial part of Colnbrook to the east and north, and some residential parts of Colnbrook straddling the Old Bath Road to the west and north-west.

- 3.3 Immediately to the east of the site is a large imposing industrial building occupied by a warehousing and distribution user. The access and parking to this building is provided to the east side of the building and away from the application site.
- 3.4 On the west side of the former railway line are the two storey flats in Meadowbrook Close.
- 3.5 Directly opposite to the north of the site on the opposite side of the Old Bath Road is the small industrial estate in Galleymead Road.
- 3.6 To the north west of the site is the southern terminus of the live railway line, which is used for the Heathrow fuel freight service. Adjoining to the west of the railway is a mix of three storey and two storey residential units. The nearest three storey block has retail units on the ground floor.
- 3.7 At the southern end of the site is Rosary Farm, which is located within the Green Belt.
- 3.8 There are no trees within the site.

4.0 **Relevant Site History**

- 4.1 Relevant site history relating to this site is as follows:

P/12934//009 Redevelopment of site to provide 22no. flats contained within one 5-storey and one 4-storey blocks together with access, parking and landscaping – APPROVED 08/03/16. NOTE: Development commenced without the discharge of any pre-commencement conditions, as such the existing works are not lawful.

P/12934//007 Application for the extension of time to implement extant planning permission P/12934/004 for erection of a three-storey frontage block containing 6 no. one-bedroom flats and 2no four-storey rear terraced blocks each containing 3 no. three-bedroom houses; together with access and parking for 18 no. cars – APPROVED 15/09/11.

P/12934//004 Erection of a three-storey frontage block containing 6no. x one bedroom flats and 2no.four-storey rear terraced blocks each containing 3no. three-bedroom houses; together with access and parking for 18no. cars – APPROVED 31/07/08.

P/12934//002 Demolition of existing bungalow and other buildings and redevelopment to provide 22no. flats in two blocks three and four storeys high to accommodate 17no. one-bedroom flats and 5no. two-bedroom flats together with access and parking for 33 cars – APPROVED 07/06/06.

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) two site notices were displayed outside the site on 18/10/2019. The application was advertised as a major application in the 20/09/2019 edition of The Slough Express.

Neighbour letters were sent out on 16/09/2019 to the following addresses:

40, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 39, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 62, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 6 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, 57, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 49, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, Kuehne & Nagel Ltd, Cargopoint-heathrow, Old Bath Road, Colnbrook, Slough, SL3 0NW, 51, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 52, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 63, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 53, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 59, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 50, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 54, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 45, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 47, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 48, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 1 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, 58, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 64, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 60, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 46, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, Lanz Farm Ltd, Galleymead House, Galleymead Road, Colnbrook, Slough, SL3 0NT, 2 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, Overseas Courier, Unit 1b, Galleymead Road, Colnbrook, Slough, SL3 0EN, Ramset Fasteners Ltd, Ramset House, Galleymead Road, Colnbrook, Slough, SL3 0EN, 3 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, Jet Worldwide Uk Ltd, Unit 1b, Galleymead Road, Colnbrook, Slough, SL3 0EN, Chronopost International, Unit 1b, Galleymead Road, Colnbrook, Slough, SL3 0EN, 41, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 42, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 55, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 61, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 44, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 56, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 37, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 5 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, 43, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, 4 Poyle New Cottages, Old Bath Road, Colnbrook, Slough, SL3 0NU, 38, Meadow Brook Close, Colnbrook, Slough, SL3 0PA, Integra House, Galleymead Road, Colnbrook, Slough, Berks, The Parish Council, St. Francis Church, London Road, Langley, Slough, Berkshire, Colnbrook with Poyle Parish Council, The Parish Clerk, 1, Swallow Gardens, Hatfield, Herts, AL10 8OR, Swift House, Frimley Business Park, Frimley, Camberley, Surrey, GU16 7SQ, Station Cottage, Bath Road, Colnbrook, Slough, SL3 0NJ, Station House, Bath Road, Colnbrook, Slough, SL3 0NJ.

- 5.2 The public consultation period expired on 7th October 2019. No comments from members of the public have been received.

6.0 **Consultations**

6.1 **Local Highway Authority:**

Following a review of the proposed development of 27 units (18no 1bed and 9no 2bed flats), the applicant needs to address the following concerns:

1. *The applicant is required to reconstruct the footway fronting the site and*

close off any redundant access points to the site. This is to improve the experience and safety for pedestrians using the footway.

- 2. No details for pedestrian provision are provided on the new access.*
- 3. I note the applicant has provided a total of 28no of car parking spaces, however this is an under provision of parking spaces for the proposed development of 27 units of 18no 1bed and 9no 2 bed flats. According to SBC parking standards, a total of 39 car parking spaces need to be provided for the proposed dwellings (1.25 car parking spaces per 1bed and 1.75 car parking spaces per 2bed).*
- 4. The applicant needs to demonstrate pedestrian visibility splays of 2.0m x 25m from the proposed access.*
- 5. A minimum of 6m aisle width needs to be provided for the proposed car parking spaces.*
- 6. The applicant needs to provide further details on the external bike stores, ensuring the bike stores are compliant with SBC standards.*
- 7. Details of the bin store to be secured via condition.*
- 8. The refuse vehicle used for the tracking drawings is too small. The vehicle used is 8.150m long, however SBC refuse trucks are 9.4m long thus does not specify with SBC standards.*

NOTE: The applicant has submitted revisions in response to these matters. No further comments have been received. Should any comments be provided they will be reported on the Update Sheet to Committee.

6.2 Thames Water:

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

6.3 Health And Safety Executive

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

6.4 Sustainable Places, Environment Agency South East

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

6.5 Contaminated Land Officer

The proposed development is likely to be located on a site affected by ground gasses, therefore requires gas protection measures to be incorporated into their design.

In the light of the new proposal, to have flats in both blocks at ground floor, I recommend that they seek the advice of a Qualified Environmental Consultant,

and plan to undertake site specific intrusive ground investigation, monitoring and ground gas risk assessment.

6.6 Tree Officer

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

6.7 Lead Local Flood Authority

Detailed comments are under discussion with the applicant to ensure the LLFA's requirements are met. The outcome shall be reported on the Update Sheet to Committee.

6.8 Berkshire Archaeology:

Thank you for contacting Berkshire Archaeology regarding the above application.

At the original site, as evidenced by the Archaeological Evaluation report you included in your consultation, and held by the Berkshire Archaeology Historic Environment Record, Berkshire Archaeology previously had concerns which were settled through a scheme of archaeological mitigation and resulted in a recommendation that no further works should be required in relation to that development.

The adjacent extension area is a piece of land formerly occupied by the Staines and West Drayton railway line. Therefore the ground in this area is likely to have previously been heavily disturbed by construction of the railway line and subsequent removal of the line. Therefore, in line with previous recommendations for this part of the site, Berkshire Archaeology has no concerns.

Therefore I can confirm that, in line with previous recommendations, Berkshire Archaeology believes there should be no requirement to undertake a scheme of archaeological mitigation in relation to the current development proposals.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework and National Planning Policy Guidance:

Section 2: Achieving sustainable development

Section 5: Delivering a sufficient supply of homes

Section 8: Promoting healthy communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

Section 13: Protecting Green Belt land

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

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 7 - Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural, built and historic environment
Core Policy 10 – Infrastructure
Core Policy 11 - Social cohesiveness
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
H13 – Backland/Infill Development
H14 – Amenity Space
T2 – Parking Restraint
T8 – Cycle Network and Facilities
T11 – Protection of the West Drayton to Staines Line

Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map

Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 19th June 2019.

The National Planning Policy Framework 2019 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.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority cannot demonstrate a Five-Year Land Supply. Therefore, when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the National Planning Policy Framework 2019 and refined in case law. The 'tilted balance' as set out in the NPPF paragraph 11 requires local planning authorities to apply the presumption in favour of sustainable development (in applications which relate to the supply of housing) unless any adverse impacts of doing so

would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Planning Officers have considered the revised National Planning Policy Framework 2019 which has been used together with other material planning considerations to assess this planning application.

7.2 The planning considerations for this proposal are:

- The Principle of Development
- Impact on the Character and Appearance of the area
- Impact on Neighbouring Occupiers/Uses
- Living Conditions for Future Occupiers
- Impact on Green Belt
- Flooding & Drainage
- Transport, Highways & Parking
- Infrastructure & Affordable Housing
- Archaeology
- Noise
- Land Contamination
- Heathrow Safeguarding
- s.106 Agreement

8.0 **Principle of development**

8.1 The earlier approved scheme under SBC ref: P/12934/009 is a material consideration in the assessment of these latest proposals. It is noted that the overriding issues of the proposed development have been agreed in that planning permission. Namely, that approval confirmed, firstly, the case for flatted accommodation rather than family oriented dwellings in this specific location, and additionally, the approval of a form of development in relation to a range of issues including impact on the Green Belt, the risk of flooding, the trigger for off-site affordable housing, the impact on potential archaeological findings, aircraft noise and the likelihood of contamination upon the site. So, subject to the consideration of the specifics of this application, which seek to vary the form, layout and quantum of development, it is accepted that the current scheme accords with that material consideration in respect of the principle of the land use.

8.2 Whilst the principle of flatted residential development in this case is not unacceptable, there is a wider test to ensure that any fresh scheme conforms to the pattern of development locally – that is as set out in Policy H13.

8.3 As a scheme that entails an infilling of the street scene, attention must be paid to each limb of Policy H13, of which criteria (a), (b), (c), (d) and (f) are relevant. In summary, the issues turn on the scale of any infilling development.

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

9.1 The National Planning Policy Framework encourages new buildings to be of a high-quality design that should be compatible with their site and surroundings.

- 9.2 These current proposals are akin to the previously approved scheme in most respects and, in particular, to the approved design, character and appearance. The materials are as previously approved and the external style of the elevations are the same.
- 9.3 The overall bulk and massing of Block A would remain identical. The proposal entails the enclosure of the earlier approved undercroft parking to the rear to provide an additional residential unit. The new façade at ground floor level would follow the design of the building faces as previously approved. The first, second and third floors would not change.
- 9.4 The proposals for Block B do represent a significant change, as the footprint of the structure would be some 18.0 metres in width and have an overall depth of some 22.0 metres – the previous approved form would have varied between 10.75 metres and 13.75 metres in width and would have been some 22.25 metres in depth. The overall height remains the same as previously approved. The relationship of the increased bulk to the neighbouring occupiers is set out below at 10.0.
- 9.5 The inclusion of the additional land to the west enables the access road to be re-aligned wholly outside of the proposed building and thus the car parking would be totally external rather than in an enclosed ground floor undercroft arrangement.
- 9.6 The resultant revised form of Block B would continue to reflect the design, character and appearance of Block A. As such, the changes are considered to be in keeping with the evolving visual amenity of the site and its place in the wider street scene.
- 9.7 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore would comply with Policies EN1 and H13 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 2019.

10.0 **Impact on amenity of neighbouring occupiers**

- 10.1 The National Planning Policy Framework 2019 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 Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.
- 10.2 In respect of proposals at Block A, there would be no change to its relationship with the neighbouring occupiers. As for the change of the previously undercroft parking at the rear and its enclosure and conversion to residential accommodation, this faces Block B, which lies some 17.5 metres away and as such there would be no adverse impact on either set of future occupiers..
- 10.3 In respect of the proposals involving Block B, the previously approved scheme involved a substantial footprint at ground floor level, which provided a podium over the undercroft car parking, and three floors of residential accommodation above, whereas these current proposals entail a stand-alone four-storey building. However, whilst the footprint of the ground floor structure is now much

reduced, the upper floors would be wider and in a more northerly position in relation to the approved scheme. These changes involve a different but not unacceptable relationship to the neighbouring sites.

10.4 The distance to the adjacent residential properties in Meadowbrook Close would remain significant and more than 20 metres. As such, the latest scheme would not have an adverse impact on those occupiers' amenities in terms of daylighting, sunlighting, overshadowing or overlooking. The previously imposed conditions 2, 13 and 28 of P/12943/009, regarding obscured glazed, restrictions on further window openings and screens on balconies, are similarly set out below.

10.55 There are no concerns to be 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, Policies EN1 and EN2 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2019.

11.0 **Living conditions for future occupiers of the development**

11.1 The National Planning Policy Framework 2019 states that planning should create places with a high standard of amenity for existing and future users.

11.2 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."

11.3 All of the units would meet the Council's internal space standards, as set out in the Technical Housing Standards 2015.

11.4 The proposed dwellings would be provided with windows that achieve a suitable degree of daylight, aspect, and outlook.

11.5 As set out above, Block A changes only in respect of the introduction of one further unit of accommodation. That new unit would have a dedicated private garden/amenity space adjacent to the living/dining room and its bedroom, similar to those to be provided for the other two approved ground floor flats. As such, it is considered that the form and scale of the space achieves an equally satisfactory provision.

11.6 The latest proposals in terms of Block B mimic the details of the previously approved flats but now within the enlarged form of the building. As per those in Block A, each of the four ground floor flats would have a dedicated private garden/amenity space adjacent to the living/dining room and its bedroom. Each of the first/second/third floor flats would have access to a private balcony space; whilst the top flat on the fourth floor would have its own roof terrace. Given the current proposals reflect those previously approved, save in the shape of the building and the number of units, it is considered that there current proposals are similarly acceptable.

11.7 Based on the above, 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 H11 of the Adopted Local Plan.

12.0 **Green Belt**

- 12.1 Given the previous approved scheme and its relationship to the Green Belt, it should be noted that the bulk of the nearest proposed buildings would now be significantly further removed from the southern part of the site closest to the designated area of Green Belt. As such, it is considered that these latest proposals would have no greater material impact on the Green Belt and accordingly raise no issues in this respect.

13.0 **Flooding & Drainage**

- 13.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

- 13.2 According to the EA flood maps, the site is located in Flood Zone 1. It is at low risk of tidal, fluvial, groundwater flooding, surface water flooding and flooding from artificial sources. As the site is located in Flood Zone 1, the proposals do not require a Flood Risk Assessment.

- 13.3 At the time of the previous approved scheme, it was noted that

“There are no records of the site having flooded. The EAs hydraulic model of the Poyle Channel provides the most relevant flood levels and shows that most of the site lies above the 100yr and 100yr +CC flood level. The 1000 year flood level is not provided. Old Bath Road is higher than these flood levels and will remain dry during an extreme flood event.

· NPPF emphasise the need to consider other potential sources of flooding when planning a development. As the ground floor of the properties will be raised above the local ground levels this risk from storm water, highways, sewers, tidal and groundwater flooding is considered to be low. There are two reservoirs in the area whose failure would have a drastic impact but the risk of flooding is considered to be low and the SFRA indicates that development should not necessarily be prevented.

· A raised ground floor slab will ensure that the risk to life and damage to property in the event of a flood is minimised. The EA recommend a finished floor level of 300mm above the 100 year +CC flood level of 21.608m OD and the floor level will be raised to this level.

· There will be a safe dry escape route from the site to the north onto Old Bath Road and over the M25 to the A3044. From here a dry route exists in all directions to areas outside of the flood plain where services and facilities exist. The site drainage scheme will be designed to ensure that excess surface water will not restrict access or escape.

· There will therefore be no loss of flood plain storage, no additional displaced water and no change in the flooding potential for adjacent sites. There is no requirement to consider flood resistance or resilience measures.

· There will therefore be no loss of flood plain storage, no additional displaced water and no change in the flooding potential for adjacent sites. There is no requirement to consider flood resistance or resilience measures.

· NPPF and the Environment Agency require that the rate of surface water runoff from a developed site does not exceed the existing rate. The 100 year 30 minute storm on the existing site will provide a peak flow of 34.3 l/s and

storm volume of 62m³ which compares to the developed site without SUDS peak flow of 35.9 l/s and a volume of 65m³. This 5% increase in peak flows and volumes above the existing rate is due to the 30% increase in rainfall from climate change which is offset by the creation of permeable garden and landscaped areas on the existing impermeable site.

· A review of SUDS options suggests that infiltration methods will not offer a practical solution due to the high groundwater table and impermeable strata or made ground in the 2m below the site. A green roof will reduce runoff to below the existing rate but rainwater harvesting is not considered practical for runoff control. The alternative would be to provide storage and attenuation facilities based on either one storm cell or a permeable sub base to the car parking areas. Either system would include a connection and overflow to the local drainage network and to Poyle Channel with a flow control to restrict off site flows to the existing rate.

· The existing site does not have a formal drainage system and it is assumed that rainfall currently runs off the impermeable site to adjacent land, eventually draining to the Poyle channel. As part of the development proposals a formal drainage system will be installed and this will lead to better runoff control. The outline drainage strategy considers that one method for the buildings and a separate drainage strategy for ground level impermeable surfaces such as roads and pavements. This will involve a 300m² green roof on the buildings, and the car parking areas and access roads will drain to a permeable sub base or storm cells prior to off site disposal at no more than the existing rate. Garden and landscaped areas will drain naturally.

· The flow routes under normal conditions and in the event of a system failure or the storage facility being full, would be considered as part of these detailed designs. However as the ground floor slab, and all access and services entrances will be raised above the local ground level then flooding of the properties will not occur in the event of local drainage system failure, whether by extreme rainfall or a lack of maintenance.

· Under NPPF the proposed residential accommodation is classed as a “more vulnerable” use which is appropriate in Zone 1 and the Exception Test is not required. As this site is in Flood Zone 1 there will be no reasonably available alternative site in the LPA area at a lesser flood risk and hence compliance with the Sequential Test can be demonstrated.

13.4 Accordingly, Condition 21 of P/12934/009 was issued, which required the drainage scheme to be implemented in accordance with the Flood Risk Assessment at that time.

13.5 In the current application, Block A remains unchanged; so in respect of this issue, only the change to the footprint of Block B is considered of relevance to the assessment of the current proposals. The applicant's have submitted an updated Flood Risk Assessment to cater for the revisions to the previously approved scheme.

13.6 The proposed drainage scheme would be required to satisfy the Local Lead Flood Authority's advice under the terms of the condition set out below.

14.0 **Transport, Highways and Parking**

14.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development

should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians and where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport 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 site lies on the Old Bath Road and had only a single dropped kerb crossover for access/egress. As such, works would be required to form a satisfactory new access/egress to serve the new use and handle the expected traffic movements safely, in respect of visibility. A series of improvements were covered by conditions and a proposed s.278 order under the terms of the approval to P/12934/009. Accordingly, these matters are included in the recommendation for this current application.
- 14.3 The previously approved scheme entailed a new fully compliant access/egress to serve the development. The current application replicates that arrangement some 8 metres to the west.
- 14.4 The application proposes 39no. parking spaces at surface level, of which two would be designated wider bays for wheelchair access. The parking is located throughout the site to provide convenient ease of access for the future occupiers. In accordance with the Council's requirements, four spaces would be have to be installed with EV charging facilities.
- 14.5 Cycle parking is to be provided in accordance with the Council's standards. Each of the seven ground floor flats would have a "bike shed" within its private garden area. Secure storage facilities would be located in banks of "cages" in close proximity to the entrances of the two residential buildings to which they relate, in order to serve the remaining units on the upper floors and for visitors.
- 14.6 A central bin/recycling storage facility would be provided at a point where use and collection can be optimised.
- 14.7 Based on the above, and subject to the inclusion of the measures under the s.278 order in the s.106 and the conditions set out below, the proposal is considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

15.0 **Infrastructure and Affordable Housing**

15.1 *Infrastructure:*

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.

15.2 *Education:*

As the proposal is between 15 and 100 units, in accordance with Core Policy 10 and Part 2 of the Developer's Guide, the Education Authority would seek

education contributions. In accordance the tariffs set out in the Developer's Guide, each one bed flat attracts £903 and each two bed flat attracts £4,828. Based on the proposed mix, the proposal would attract a financial contribution of £50,050.

15.3 *Affordable Housing:*

Core Policy 4 of the Core Strategy requires all proposals of 15 or more dwellings (gross), to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

15.4 The earlier approval under reference P/12934/009 for 22 units generated a contribution towards affordable housing of £250,000 towards the provision of off-site accommodation. A first tranche of £125,000 was due upon commencement of the approval. As set out above, the scheme has commenced; though not lawfully, as no pre-commencement conditions have been formerly discharged. To date no monies have been received. The second tranche of £125,000 was to be paid upon the occupation of the 11th unit.

15.5 The previously approved scheme comprised 22 units and thus sat within the range of "between 15 and 24" units; whereby an off-site financial contribution was sought in accordance with the schedule of rates set out in the updated Developer Guide Part 2, (September 2017).

15.6 The Housing Department have considered the issues raised by this current scheme which now proposes a number slightly in excess of that range of 15 to 24. In this case, it is considered that a Registered Housing provider would not be content to manage a nominal allocation within such a scale of development. Therefore, it is considered it would be appropriate to continue to seek an off-site contribution. Given the mix of units proposed, the contribution would amount to £400,982.

16.0 **Archaeology**

16.1 Berkshire Archaeology Service have been consulted and concluded that there is no further requirement for investigation and thus no need for a condition.

17.0 **Noise**

17.1 At the time of the previous approved scheme, a Noise Impact Assessment Report found that the site conditions would require noise mitigation. It was concluded that the scheme could achieve the requisite levels of mitigation to satisfy the standards set out for human accommodation. Accordingly Condition 3 of P/12934/009 was issued. Similarly, a condition would be required now to ensure that appropriate and adequate measures are incorporated prior to occupation of this scheme.

18.0 **Land contamination**

18.1 At the time of the previous approved scheme, it was noted that there was a potential for contamination:

“The concern for the site arises from three different issues:

1) Although the site is not listed in any of the trade directories, there is some uncertainty on the former use of the site. Several outbuildings are marked on the 1972 Ordnance Survey map the use of which is unknown.

2) The site immediately to the east had a site investigation and subsequent remediation undertaken on it in the early 2000's. The former use of the site including a waste transfer station resulted in land and groundwater contamination particularly hydrocarbons. Due to the mobile nature of these contaminants it is possible that they may have migrated to the site concerned.

3) The site is located 20m to the north west of Rosary farm Landfill, the licence was granted in 1989 for back-filling of workings. Also 1500m to the south east of the site lies Horton Road Landfill and Longford Road Landfill. Therefore, there is the possibility of landfill gas migration.”

- 18.2 Accordingly, Condition 12 of P/12934/009 was issued. Similarly, a condition would be required now to ensure that appropriate and adequate measures are incorporated prior to further works on the site.

19.0 **Heathrow Safeguarding**

- 19.1 At the time of the previous approved scheme, it was noted that following an assessment of the application against safeguarding criteria, it was confirmed that there was no safeguarding objections to the proposed development; though observations were made regarding cranes and lighting during and upon completion. Accordingly, Condition 26 of P/12934/009 was issued. Similarly, a condition would be required now to ensure that appropriate and measures are in place prior to further works and in perpetuity.

20.0 **Equalities Considerations**

- 20.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

- 20.2 The proposal would provide new residential accommodation at a mix of dwelling sizes that would all be compliant with the Nationally Described Space Standards. Two of the 39 parking spaces would be sized for wheelchair

accessibility. Wheelchair access from these spaces up to the main entrance can be achieved where an intercom system will provide voice communication to each flat. The communal doorways, internal corridors, lift; front doors into each flat all provide appropriate widths for wheelchair accessibility. Given the proposal is for 27 private market flats, these provisions are considered appropriate and would comply with local and national planning policies.

- 20.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.
- 20.4 In relation to the car parking provisions, there are potential adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics, if the occupier/individual does not have access to a car parking space in the development. A justification for the level of car parking is provided in the transport section of this report to demonstrate compliance with the NPPF and transport planning policies in the Local Plan/Core Strategy.
- 20.5 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

21.0 **s.106 Requirements**

The applicant is required to enter into a Section 106 Agreement, the Heads of Terms for which are as follows:

- a. Payment of a financial contribution to fund off-site affordable housing provision in lieu of provision on-site. Timing of payment to be on completion of the Agreement given the circumstances outlined above.
- b. Payment of a financial contribution to fund education.
- c. A contribution to a Traffic Regulation Order for amendments to waiting restrictions on Old Bath Road
- d. Prior to first occupation, the applicant will need to enter into a section 106 agreement with Slough Borough Council, this s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule and secure the contributions schedule.

The Highway schedule includes:

- a. Sight lines of 2.4m x 90m at the site access/junction of Old Bath Road by widening the southern Old Bath Road footway (please also condition this requirement);
- b. 6m radii kerbs forming the site access with drop kerbs for pedestrians;
- c. Installation of bollards to secure visibility splays and to prevent car parking in the sight line areas;

- d. Relocation of traffic islands on Old Bath Road;
- e. Revised road markings on Old Bath Road and the new access/junction;
- f. Installation of street lights (where applicable);
- g. Drainage connections;
- h. Dedication as highway maintainable at the public expense, free of charge, of sight line areas (as appropriate).

22.0 **PART C: RECOMMENDATION**

22.1 Having considered the relevant policies and planning considerations set out above, it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure the financial contributions and highways schedule set out in paragraph 21.0;
- 2) agreement of the pre-commencement conditions with the applicant/agent;
- 3) finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30th August 2020 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

23.0 **PART D: LIST CONDITIONS AND INFORMATIVES (TBC)**

1. Approved Plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

- (a) Unnumbered/undated OS site location plan, Recd On 12/08/2019
- (b) Drawing No. 00421-GAA-A1-00-DR-A-2000, Dated 25/06/19, Recd On 09/08/2019
- (c) Drawing No. 00421-GAA-A1-01-DR- A -2001, Dated 25/06/19, Recd On 09/08/2019
- (d) Drawing No. 00421-GAA-A1-02-DR- A -2002, Dated 25/06/19, Recd On 09/08/2019
- (e) Drawing No. 00421-GAA-A2-00-DR- A -2003, Dated 25/06/19, Recd On 09/08/2019
- (f) Drawing No. 00421-GAA-A2-01-DR- A -2004, Dated 25/06/19, Recd On 09/08/2019
- (g) Drawing No. 00421-GAA-A2-01-DR- A -2005, Dated 25/06/19, Recd On 09/08/2019
- (h) Drawing No. 00421-GAA-A2-01-DR- A -2101, Dated 25/06/19, Recd On 12/08/2019
- (i) Drawing No. 00421-GAA-A2-01-DR- A -2102, Dated 25/06/19, Recd On 12/08/2019

- (j) Drawing No. 00421-GAA-A2-01-DR- A -2103, Dated 25/06/19, Recd On 12/08/2019
- (k) Drawing No. 00421-GAA-A2-01-DR- A -9001, Dated xxx, Recd On 12/08/2019
- (l) Design & Access Statement by GAA ref. no.: TA-XX-DA-T-0001, Dated 24th June 2019, Recd On 12/08/2019
- (m) Drawing No. 00421-GAA-Material Schedule, Dated Dated 25/06/19, Recd On 12/08/2019
- (n) Drawing No. 00421-GAA-XX-XX-DR-T1-2000 Rev. P03, Dated 19/09/2019, Recd On 31/01/2020
- (o) Drawing No. 00421-GAA-XX-XX-DR-T1-2001 Rev. P03, Dated 19/09/2019, Recd On 31/01/2020
- (p) Drawing No. 00421-GAA-XX-XX-DR-T1-2002 Rev. P03, Dated 19/09/2019, Recd On 31/01/2020
- (q) Flood Risk Assessment by Dr Paul Garrad, Dated October 2019, Recd On 04/11/2019
- (r) Construction Environmental Management Plan by Hayre, Dated March 2016, Recd On 12/08/2019
- (s) Noise Impact Assessment Report by KP acoustics, Dated 30/10/2014, Recd On 12/08/2019
- (t) Bath Road Transport Statement by HY Consulting, Dated November 2014, Recd On 12/08/2019
- (u) Bird Hazard Management Plan Colnbrook by Hayre Investments (Colnbrook) Ltd, Dated 15/02/2016, Recd On 12/08/2019
- (v) Archaeological Evaluation Report by CgMs Ref: EC/20709; Dated November 2015; Recd On 31/01/20
- (w) Arboricultural Impact Assessment by Hallwood Associates Ref: 1490_01_APIII; Dated 24th October 2015; Recd On 31/01/20
- (x) Travel Plan V2.0 by PatrickParsons.co.uk Ref. A19254; Dated November 2019; Recd On 04/11/2019

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.

2. Drainage

Construction of the Block B above damp proof course level shall not commence on site until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the local planning authority. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS).

The surface water drainage strategy shall follow the drainage hierarchy for the outfall as per Building Regulations Part H requirement. The drainage scheme shall also provide the followings;

- a. Evidence that a suitable number of infiltration tests have been completed. These need to be across the whole site; within different geologies and to a similar depth to the proposed infiltration devices. Tests must be completed

according to the BRE 365 method or another recognised method including British Standard BS 5930: 2015.

- b. Maintenance regimes of the entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.
- c. Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus 40% climate change event.'

The approved scheme shall be implemented in accordance with the approved details which shall be fully installed before the development is occupied and be retained, managed, and maintained in accordance with the approved details at all times in the future.

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.

3. Land Contamination

Construction of the Block B above damp proof course level shall not commence on site until Ground Investigation, Ground Gas Monitoring and/or Risk Assessment has been carried out by an accredited competent person, in line with the appropriate guidance, such as, but not limited to CIRIA 665, BS8576 and BS8485, and shall be submitted to and approved in writing by the Local Planning Authority. Where unacceptable levels of gaseous contamination are identified, a proposal for Remediation/Mitigation shall be submitted and approved in writing by the Local Planning Authority. Any scheme of remediation that requires the fitting of gas protection, such as a protective membrane shall be carried out by a competent person(s). All work shall be validated by an independent third party competent person and a Validation Report shall be submitted to and approved in writing by the Local Planning Authority. All approved gas protection measures shall be implemented in full and confirmation of satisfactory installation obtained in writing from a Building Control Regulator.

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.

4. Hard & Soft Landscaping

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

along with staking/guying, mulching, feeding, watering and soil quality, of new trees and bee-friendly shrubs, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 3 of this planning permission.

On substantial completion of the development, the approved scheme of hard landscaping shall have been constructed. The approved scheme of soft landscaping shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the approved sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026.

5. Off-site Highways Works

Construction of the Block B above damp proof course level shall not commence on site until details of essential off site highway works as shown on the drawing 1401802 as contained within the Transport Statement prepared by HY Consulting as hereby approved have been submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the details approved prior to first occupation of the development and shall secure the provision of the visibility splays, to be 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 in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

6. External Lighting

Construction of the Block B above damp proof course level shall not commence on site until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the Local Planning Authority and such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.caa.co.uk/srg/aerodrome) and shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented as approved.

REASON In the interests of amenity in accordance and to avoid endangering the

safe operation of aircraft in accordance with the National Planning Policy Framework.

7. Noise Mitigation Measures

No development shall continue on Block A or above damp proof course level of Block B as hereby approved until the following details have been submitted to and approved in writing by the Local Planning Authority:

- a. Glazing units pursuant in accordance with the design criteria outlined within the Noise Impact Assessment Report by KP acoustics, Dated 30/10/2014, Recd On 12/08/2019.

The development shall be carried out in full accordance with the approved details.

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.

8. Obscured Glazing

Windows within the eastern and western elevations of the development, as annotated on Drawing nos. 00421-GAA-A1-01-DR- A -2001 and 00421-GAA-A2-01-DR- A -2004, each dated 25/06/19 and received on 09/08/2019, shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the Local Planning Authority prior to the substantive completion of the development hereby approved and such windows shall be high level opening at a minimum height of 1.7 metres above the finished internal floor level.

REASON To maintain the privacy of amenity of future residential occupiers.

9. Car Parking Provision

Prior to first occupation a minimum of 39 car parking spaces shall be laid out in accordance with Drawing No. 00421-GAA-XX-XX-DR-T1-2000 Rev. P03, Dated 19/09/2019, Recd On 31/01/2020 as hereby approved and shall be retained for the parking of cars at all times to the full satisfaction of the local planning authority.

REASON: To ensure adequate car parking to serve the development in accordance with Policy T2 of the adopted local Plan for Slough 2004

10. Car Park Management Plan

No part of the development hereby permitted shall be occupied until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include measures:

- a) To ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
- b) To ensure spaces are not permanently linked to dwellings.
- c) Stating how four electric vehicle charging point spaces will be made available to residents with plug-in vehicles.
- d) How use of charging point spaces by non plug-in vehicles will be restricted.
- e) To set out the allocation of any visitor spaces.
- f) To ensure the spaces allocated for hotel use, as annotated on Drawing no. 03-07-26 Rev. B, shall be used for its use only.

No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter, the allocation and use of car parking spaces shall be in accordance with the approved scheme.

REASON to ensure the parking spaces are in optimum use 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 2019.

11. Cycling Facilities

Prior to first occupation 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

12. Balcony Screening

Prior to first occupation details of privacy screens to balconies and terraces at Flats 2C/7B/11B/15B, as annotated on Drawing nos. 00421-GAA-A1-01-DR- A - 2003 and 00421-GAA-A2-01-DR- A -2004, each dated 25/06/19 and received on 09/08/2019, shall be submitted to and approved in writing by the local planning authority. The development shall proceed in accordance with the details approved.

REASON: To protect privacy and amenity and to prevent the potential sterilisation of neighbouring land in accordance with the National Planning Policy Framework.

13. Boundary Treatment

Prior to first occupation details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

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

14. Visibility Splays

Prior to first occupation visibility splays shall be provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 90 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

15. Access Details

Prior to first occupation details of the proposed means of access, including any alterations to existing points of access between the application site and the highway shall be formed, laid out and constructed in accordance with specifications and with such sight lines as shall be submitted in further details to be approved by the Local Planning Authority.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

16. Construction Management Plan

Development hereby approved shall be carried out in accordance with the hereby approved Construction Environmental Management Plan by Hayre, Dated March 2016, Recd On 12/08/2019.

REASON: So as not to prejudice the free flow of traffic along the neighbouring highway and in the interests of highway safety in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and so as to safeguard the passage of aircraft.

17. Piling

Any piling must be undertaken in accordance with the terms of the hereby approved piling method statement date 12/02/2016 by Sothern Piling.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

18. Bird Hazard Management Plan

Development hereby approved shall be carried out in accordance with the hereby approved Bird Hazard Management Plan Colnbrook by Hayre Investments (Colnbrook) Ltd, Dated 15/02/2016, Recd On 12/08/2019.

REASON To avoid endangering the safe operation of aircraft through the attraction of birds.

19. No further windows

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in the [flank and rear] elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

20. No Impediment to Access

No barriers, gates, etc shall be erected at the vehicular access without first having obtained the written approval of the local planning authority.

REASON In the interests of amenity and general highway safety in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

21. Surface Water Drainage (SuDS)

The surface water drainage system for the site shall be constructed in accordance with the proposals as set out in the Flood Risk Assessment prepared by Three Counties Flood Risk Assessment, dated November 2014

REASON To prevent flooding as a result of surface water run off in accordance with the National Planning Policy Guidance and Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008

22. Limited Hours of Construction Activities

During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

INFORMATIVE(S):

1. During demolition and construction on site:-

(a) The best practical means available in accordance with British Standard Code of Practice B.S. 5228:1984 shall be employed at all times to minimise the emission of noise from the site.

(b) The operation of site equipment generating noise and other nuisance causing activities audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 to 1700 on Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays or Public Holidays.

(c) At all times vehicular access to properties adjoining and opposite the application site shall not be impeded.

(d) All vehicles, plant and machinery associated with the works shall at all times be stood and operated within the curtilage of the application site only and no parking of vehicles, plant or machinery shall take place on the adjoining highway.

(e) No waste or other material shall be burnt on the application site.

(f) A suitable and sufficient means of suppressing dust and fumes must be provided and maintained on the site and used so as to limit the detrimental effect of construction works on adjoining residential properties.

(g) No mud or other dirt shall be allowed to get onto the public highway where it could cause a danger to pedestrian and other road users.

2. The applicant will need to apply to the Council's Local Land Charges on 01753 477316 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

3. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system. In order to comply with this condition, the developer is required to submit a longitudinal detailed drawing indicating the location of the highway boundary.

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

5. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
6. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.caa.co.uk/srg/aerodrome).
7. 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.
8. The site is surrounded by areas in Flood Zone 3, according to our Flood Map. Although these areas benefit from flood defences, the residual risk to safe access and egress from the site should these defences fail should be considered. It is recommended that occupants of the development sign up to our flood warning service. Details on how to do so are accessible here: <https://www.gov.uk/sign-up-for-flood-warnings>.
9. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
10. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
11. The applicant is advised that there is a water supply pipe within the site and which serves Poyle New Cottages to the south of the site and which needs to be protected both during and after construction with ease of access for future maintenance.
12. An Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) has been entered into with regards to the application hereby approved.