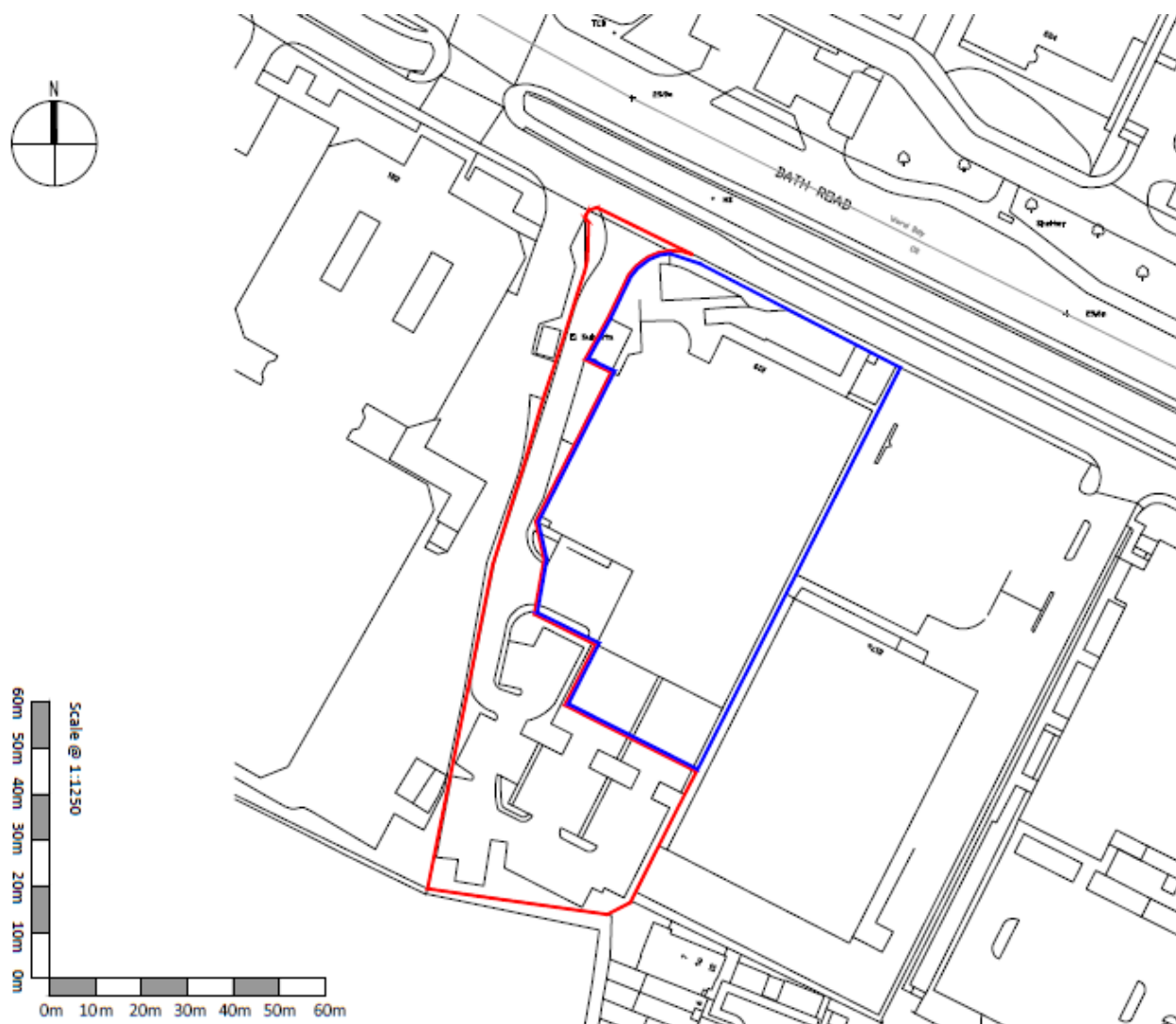


Registration Date	22nd December 2017	Application No.	P/06954/030
Officer	Neil Button	Ward:	Cippenham Meadows
Applicant:	Harriette Wood, Bath Road Properties Ltd	Application Type:	Major
		13 Week Date:	23 rd March 2018
Agent:	Harriette Wood, Bath Road Properties Ltd		
Location:	Rear Of Atria House, 219, Bath Road, Slough, SL1 4AA		
Proposal:	Construction a part three / part four storey detached building to accommodate 37 self contained flats (10 x Studios; 16no x 1 bed; 11 x 2 bed flats). Associated parking, communal areas, and landscaping. Access taken from Bath Road.		

Recommendation: Delegate to the Planning Manager for Approval



1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

- (i) the satisfactory completion of a Section 106 Agreement to secure affordable housing (30%), financial contributions towards education improvements, open space/recreation improvements in the local area and Travel Plans and section 278 highways works;
- (ii) finalising conditions and any other minor changes;

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 31 August 2020 unless a longer period is agreed by the Planning Manager, following consultation with the Chair of the Planning Committee;

PART A: BACKGROUND

2.0 The Proposal

- 2.1 The proposed development comprises the erection of a part three / part four storey detached building to accommodate 37 self contained flats (10 x Studios; 16no x 1 bed; 11 x 2 bed flats) with associated parking, communal areas, and landscaping areas at land rear of Atria House 217 Bath Road.
- 2.2 The proposals include modifications to the existing car park (on land registered as 219 Bath Road) which lies at the rear of the newly converted block of flats at Atria House at 217 Bath Road.
- 2.3 Access to the existing car park (The Site) is provided from the slip road along Bath Road to the north. The car park currently serves the new residential properties at Atria House but as there is a surplus of parking spaces, an opportunity exists to redevelop the rearmost part of the parking area which is adjacent to the southern boundary and the school recreation field beyond.
- 2.4 The proposals include provision of 41 car parking spaces, to be allocated with 10% (4 spaces) comprising Electrical Vehicle charging points. 3 x accessible spaces are provided and are shown in the submitted plans.
- 2.5 The prior approval notice for the conversion of Atria House to residential use secures the retention of 130 parking spaces for future residents of the scheme by condition. These spaces will not be affected by these proposals.
- 2.6 The applicant has submitted the following technical reports to assist with determining the application:

- Application Forms & Certificates;
- Design and Access Statement;
- Planning Statement;
- Existing and Proposed Plans & Elevations (including revised plans);
- Revised Landscape Plans;
- Daylight and Sunlight Report;
- Noise Assessment;
- Transport Statement;
- Residential Travel Plan;
- Flood Risk Assessment (Issue 3 - September 2019);
- Proposed Drainage Layout (Drwg no: 5880-502 Rev C);
- Accommodation Schedule;
- Arboriculture Impact Assessment; and
- Revised Tracking Plans.

3.0 Application Site

- 3.1 The site sits on the south side of Bath Road/A4, west of Slough Town Centre, and on the south east corner of the Slough Trading Estate. It lies within an Existing Business Area, as defined by the Proposals Map: South West 2010. Bath Road provides a key link through Slough connecting to Maidenhead and Reading to the west, and Heathrow Airport, Hounslow and Brentford to the east.
- 3.2 The site lies to the southern end of the existing demise of the Atria House building which has been converted to residential flats under permitted development reference F/06954/028. The site is bounded by the Atria development and car park to the north, the Westgate School playing fields to the south and recently built residential development (7-12 Hayling Close) to the southeast. A brick warehouse style retail store (Matalan) occupies the eastern side whilst building to the west is the former Citreon building now in use as 'Guru Maneyo Granth Gurdwara, which comprises a Sikh Temple and Community Centre.
- 3.3 The Slough Trading Estate is located to the north which is primarily commercial in nature. The overall character of the immediate surroundings is that of a 2/3 storey commercial/ light industrial nature. This is especially so on the south side of Bath Road and a significant gap is present looking south between the existing Atria building and the adjacent Temple/Community Centre. There are a number of buildings that surround the playing fields and these abut the open space quite in views of the site from Cippenham Lane.
- 3.4 The planning application site relates to part of the rear car parking area at the rear of Atria House which is shown in the application red line plan and proposed site plans. There are estimated to be 182 existing car parking spaces on the site with 130 reserved for Atria House. These are located within the basement and undercroft parking area of Atria House and within the remaining parts of the surface car parking area (outside of this application red line area). There are 52 existing car parking spaces within

area covered by the red line site plan. Some of these spaces will be re-worked to form part of the current proposals.

- 3.5 The proposal site is an extensive open area to the rear of the overall ownership boundary and can be considered to be a gap within the fabric of the layout of the surrounding buildings. There are a number of trees close to the rear boundary of the site and within the gardens of the adjoining properties on Hayling Close. None are subject to a Tree Preservation Order.



- 3.6 The site is well served by public transport connections, with 4 bus stops located within 300m of the site, providing direct transport to Maidenhead Town Centre (36mins) and Slough Town Centre (17mins). London Paddington station is only 20mins on a direct train from Slough Station, which also provides direct trains to Reading (14mins) and Oxford (45mins).
- 3.7 By car, Slough is well located for national routes, such as the M25, M4 and M40 providing quick and easy access to other neighbouring centres and major urban areas. Local services and facilities are within 1,500m on foot or by bike.

4.0 Relevant Site History:

- 4.1 This site has an extensive planning history. The most relevant applications are listed below.

F/06954/028: Prior approval is sought for the change of use from offices to 124 residential flats within the ground and first floors through Class O of Part 3 of Schedule 2 of the General Permitted Development Order 2015 (as amended).

F/06954/027: Submission of details pursuant to condition 1, 2 and 3 (ground investigation), condition 8 (dropped kerbs) and condition 9 (external noise) of prior approval F/06954/025 dated 07/10/2016.

Conditions Complied With; 08-Mar-2017

P/06954/026: Alterations to fenestration, creation of new window openings and provision of rooflights.

Approved with Conditions; 13-Apr-2017

F/06954/025: Prior Notification application for Change of use from offices (use class B1a) to 120 residential units (use class C3) on the ground and first floors.

Prior Approval Not Required 07-Oct-2016

F/06954/024: Prior approval notification for a change of use from offices (class B1a) to 44 residential flats (32no 1 bed and 12no 2 bed) over the ground floor and first floor.

Prior Approval Not Required 20-Jul-2016

P/06954/023 Formation of vehicular access from the Bath Road service Lane and provision of visitor parking zone. Alterations to car parking and landscaping. Provision of external seating area.

Approved With Conditions 21-Apr-2016

P/0115/022: Erection of High Tech Building with ancillary warehouse and provision of car parking. [A condition was imposed restricting the use to 'specialist high technology industrial use'].

Approved with conditions 09/09/1985.

P/01115/028: Change of use to B1 Business Purposes. [No restrictive conditions].

Approved with conditions 22/03/1988.

P/01115/033: Erection of a first floor extension over lobby and two storey side extension and alterations to parking layout. [No restrictive conditions].

Approved with conditions 09/11/2000.

5.0 **Neighbour Notification**

Neighbours Consulted:	In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), following revised plans, site notices were displayed outside the site on 1 st February 2018 and 20 th September 2019 (following submission of amended plans). The application was
-----------------------	--

advertised as a major application in The Slough Express in January 2018 and following amendments on 20th September 2019. Neighbour letters were sent out on 3rd January 2018 and 23rd September 2019 (following submission of amended plans) to the following addresses:

221, BATH ROAD, SLOUGH, BERKSHIRE, SL1 4BA, 232, BATH ROAD JET FILLING STATION, Citroen Uk Ltd, 221, Bath Road, Slough, SL1 4BA, 34, Oakfield Avenue, Slough, SL1 5AE, The Westgate School, Cippenham Lane, Slough, SL1 5AH, Lonza Biologics Plc, 224-230, Bath Road, Slough, SL1 4DX, Lonza Biologics Plc, 228-230, Bath Road, Slough, SL1 4DX, 35, Oakfield Avenue, Slough, SL1 5AE, Matalan Retail Ltd, 217a, Bath Road, Slough, SL1 4AA, 37, Oakfield Avenue, Slough, SL1 5AE, 159, Cippenham Lane, Slough, SL1 5AH, 38, Oakfield Avenue, Slough, SL1 5AE, 36, Oakfield Avenue, Slough, SL1 5AE, 1, Hayling Close, Slough, SL1 5DE, 2, Hayling Close, Slough, SL1 5DE, 3, Hayling Close, Slough, SL1 5DE, 4, Hayling Close, Slough, SL1 5DE, 5, Hayling Close, Slough, SL1 5DE, 6, Hayling Close, Slough, SL1 5DE, 7, Hayling Close, Slough, SL1 5DE, 9, Hayling Close, Slough, SL1 5DE, 10, Hayling Close, Slough, SL1 5DE, 11, Hayling Close, Slough, SL1 5DE, 8, Hayling Close, Slough, SL1 5DE, 12, Hayling Close, Slough, SL1 5DE, 230, Bath Road, Slough, SL1 4DX, Flat 65, Atria House, 219, Bath Road, Slough, Berkshire, SL1 2BE, Flat 81, Atria House, 219, Bath Road, Slough, Berkshire, SL1 2BE, Flat 83, Atria House, 219, Bath Road, Slough, Berkshire, SL1 2BE, Flat 55, Atria House, 219, Bath Road, Slough, Berkshire, SL1 4BF, Flat 56, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 76, Atria House, 219, Bath Road, Slough, SL1 5DX, Flat 78, Atria House, 219, Bath Road, Slough, SL1 4DX, Flat 100, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 108, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 119, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 14, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 30, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 37, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 47, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 82, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 84, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 7, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 26, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 28, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 38, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 42, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 46, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 57, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 3, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 33, Atria House, 219, Bath Road,

<p>Slough, SL1 4BF, Flat 118, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 124, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 17, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 5, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 24, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 11, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 45, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 113, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 44, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 95, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 8, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 22, Atria House, 219, Bath Road, Slough, SL1 4BF, The King and I, Bath Road, Slough, SL1 2BE, Flat 52, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 6, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 34, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 58, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 67, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 70, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 73, Atria House, 219 Bath, Slough, SL1 2BE, Flat 89, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 112, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 106, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 10, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 21, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 27, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 31, Atria House, 219, Bath Roa, Slough, SL1 4BF, Flat 114, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 99, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 110, Artria House, 219, Bath Road, Slough, SL1 2BE, Flat 116, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 36, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 41, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 50, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 53, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 4, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 71, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 77, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 86, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 91, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 92, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 69, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 16, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 54, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 195, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 93, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 117, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 79, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 80, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 97, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 101, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 32, Atria House, 219, Bath Road,</p>
--

<p>Slough, SL1 2BE, Flat 43, Atria House, 219, Bath Road, Slough, SL1 2BE, Cadet Centre, Cippenham Lane, Slough, SL1 5BU, Flat 1, Atria House, 219, bath Road, Slough, SL1 4BF, Flat 20, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 29, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 54, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 85, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 100, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 123, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 72, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 115, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 104, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 102, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 60, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 35, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 19, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 2, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 40, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 59, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 122, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 111, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 49, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 51, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 62, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 13, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 39, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 88, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 87, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 66, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 63, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 61, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 9, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 12, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 15, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 18, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 23, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 25, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 48, Atria House, 219, Bath Road, Slough, SL1 4BF, Flat 103, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 105, Atria House, 219, Bath Road, Slough, SL1 3BE, Flat 109, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 64, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 75, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 74, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 90, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 68, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 96, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 98, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 197, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 120, Atria House, 219, Bath Road, Slough, SL1 2BE, Flat 121, Atria House, 219, Bath Road, Slough, SL1 2BE, 221, Bath Road, Slough,</p>
--

	<p>SL1 4AA</p> <p>2 objections have been received raising the following points:</p> <ol style="list-style-type: none"> 1. Loss of view and visual impact 2. Loss of Right to light and sunlight 3. Invasion of privacy 4. Density, overcrowding and overdevelopment 5. Parking will cause air pollution and ruin layout of the site resulting in queues leaving the site at peak periods; 6. Need for screening, landscaping and boundary treatment between development and adjoining Temple/Community Centre needed. <p>1 email was received from a respondent seeking clarification over the consultation carried out.</p>
--	--

6.0 Consultations

6.1	<p><u>Thames Water</u></p> <p>There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. From our records, the surface water sewer (running through the site) is owned by Thames water and does concern Thames Water.</p> <p>There are easements and wayleaves running throughout the site. These are Thames Water Assets. The company will seek assurances that it will not be affected by the proposed development.</p> <p>Notwithstanding the above, Thames Water raise no objections subject to the proper provision for surface water drainage to ground, water courses or a suitable sewer. Thames Water recommends that a Groundwater Risk Management Permit is obtained from Thames Water for discharging groundwater into a public sewer (Informative). Conditions recommended which include approval of a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works)</p>
-----	---

<p>6.2</p>	<p>Thames Water raises no objections with regards to sewerage infrastructure capacity of water infrastructure capacity. An informative is recommended which advises that Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres per 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.</p> <p><u>Crime Prevention Design Advisor, Local Policing, Thames Valley Police</u></p> <p>Some concerns are raised regarding the undercroft area identified as both parking for vehicles and public access to private front doors. This space, will by design be dark and secluded area, and will have no or very little ground floor active surveillance. The site constraints are recognised.</p> <p>Vehicle and pedestrian activities need to be segregated. I recommend a robust physical barrier to prevent vehicles from encroaching on to the pedestrian footpath, this could be achieved by a curb and low barrier (robust fence, 1m vertical metal railings or knee rail).</p> <p>Lighting: The area should be appropriately illuminated 24/7. In addition overhead, each front door to have own security light.</p> <p>Defensible space: Defensible space between private windows and public realm, careful consideration must be given to the type of boundary treatment. 1.2m round topped vertical metal railings with gate is recommended.</p> <p>Parking: I would strongly recommend parking spaces outside G02 to G04 to be allocated to the dwellings as this will create some ownership within the undercroft.</p> <p>Core 1 and 2 Postal services: For this development the preferred management of mail delivery is either via external wall mounted letterboxes or via 'through the wall mail deliveries. This ensures the internal corridors and stairwells of the apartments remain private. Additional information regarding the location of mail boxes and management procedures detailing the management of postal deliveries to residents is required.</p> <p>A Condition is recommended requiring Secure by Design Certification (Silver Award).</p> <p>6.3</p> <p><u>Environmental Protection</u></p> <p>No comments received. Should any comments be provided they will be reported on the Amendment Sheet.</p> <p>6.4</p> <p><u>Contaminated Land Officer</u></p>
------------	---

	<p>I have reviewed the information submitted for the above property, as well as our records related to potential contaminative land uses at the property and within 250 m of the property.</p> <p>Historical mapping indicates that the proposed development is located on a Potentially Contaminated Site, identified as part of the Council's Prioritisation Procedure. In addition, the site is located within 250m of over 20 other Potentially Contaminated Sites and four locations with Disused Tanks entries.</p> <p>Given that the proposed development consists of a new building and ground works are required, it is recommended that additional investigation is carried out in order to prove there are no unacceptable risks to the human health receptors.</p> <p>Based on the above I recommend a Phase 1 Desk Study and Preliminary Risk Assessment, Phase 2 Intrusive Investigation Method Statement, Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy and Remediation Validation are secured by way of planning conditions.</p>
6.5	<p><u>Transport and Highways Development</u></p> <p>Comments incorporated in Part B: Planning Appraisal. Para 14.</p>
6.6	<p><u>Tree Officer</u></p> <p>Based on the correspondence and plans submitted I have no major concerns and I am therefore happy that this application be approved based on the condition that all necessary tree protection measures are put in place for the duration of the construction & landscaping process to help protect and preserve the stability and long term health of all remaining trees both within this site and on adjacent land. Written evidence outlining the tree protection measures used during this process should also be provided by the applicant if possible.</p>
6.7	<p><u>Lead Local Flood Authority</u></p> <p>We understand from the previous discussions that this site is currently on soakaways. This indicates that infiltration might be an option for the surface water drainage. However, the submitted report does not provide any assessment for the feasibility of the infiltration and groundwater level in the area.</p> <p>The current proposal for the surface water drainage indicates attenuated discharge system. Hence, it does not follow the drainage hierarchy for the outfall in accordance with the Building Regulations Part H and Non-Statutory Technical Standards for Sustainable Drainage. At this stage we can accept the current drainage strategy as a backup option and suggest a planning condition, however once the detailed design is undertaken the drainage hierarchy for the surface water outfall must be followed.</p>

Environmental Quality Team (Air Quality & Noise)

Air Quality: In line with the Slough Low Emission Strategy, the scheme is considered to have a Medium impact on air quality as the development consists of less than 50 units with 41 parking spaces, which could contribute to a worsening of air quality within the Tuns Lane AQMA.

As the scheme is set back from the road, it is unlikely that exposure will be an issue with this development. The scheme also requires the integration of Type 1 and 2 Mitigation measures, contained in the LES Planning Guidance.

The following Mitigation Requirements are recommended:

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As there are allocated spaces for the residential dwellings, the LES requires that all of the parking spaces must have 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.

Noise A Noise Assessment was conducted by Spectrum Acoustic Consultants continuously from 19th – 20th November 2019. The dominant noise source at the site included local and distant road traffic movements and commercial aircraft taking off from and landing at Heathrow Airport. Monitoring was conducted during the week, when commercial noise is likely to be highest. The monitoring location NML1 is suitable to represent worst case noise conditions at the building façade.

Commercial noise is not audible at the site, except for wall-mounted condenser units at the Matalan premises. Noise emitting from these units was measured at LAeq 57dB at a distance of 0.75m from the front grill. When corrected to the façade, this is calculated as 45dB. As this is 10dB below the background sound level (55dB LA90), this is considered low impact. During the night, LAmix noise levels did not exceed 70dB, and with an average of 64db.

The following Mitigation Requirements are recommended:

- The internal noise calculations indicate that acceptable internal ambient noise levels can be achieved during both day and night in terms of LAeq and LMax. To ensure this can be achieved, the following mitigation is required:

	Glazing		Ventilation	
	$R_w / R_w + C_{tr}$ (dB)	Example unit	$D_{n,e,w} / D_{n,e,w} + C_{tr}$ (dB)	Example unit
Ground, first and second floor flats and studios				
Living room	29 / 25	Pilkington 4/6-16/4	33 / 32	Greenwood 4000 SBW (Hit and miss)
Bedroom	29 / 25	Pilkington 4/6-16/4	33 / 32	Greenwood 4000 SBW (Hit and miss)
Third floor flats				
Living room	31 / 27	Pilkington 6/6-16/6	33 / 32	Greenwood 4000 SBW (Hit and miss)
Bedroom	29 / 25	Pilkington 4/12/4	39 / 37	Greenwood 5000EAW.AC1 (Acoustic trickle)

Table 5: Façade element scheme of mitigation

To ensure that adequate ventilation can be achieved without risk of overheating, it is recommended that mechanical ventilation is installed in place of trickle vents, which would reduce external noise ingress further. Noise from mechanical ventilation should not exceed LAeq 27dB inside any habitable room.

External noise should not exceed 55dB LAeq in line with BS 8233. As the NML is on the north western corner, this has direct view of Bath Road and is expected to experience higher noise levels than the rest of the development. Communal external amenity space is provided to the rear of the building which would be sufficiently screened from noise sources, therefore this is acceptable.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework 2019:

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 7: Ensuring the vitality of town centres

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 16: Conserving and enhancing the historic 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 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
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
H9 – Comprehensive Planning
H11 – Change of Use to Residential
H14 – Amenity Space
T2 – Parking Restraint
T7 – Rights of Way
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map (2010)
- Nationally Described Space Standards
- Slough Low Emission Strategy 2018 – 2025
- DEFRA Technical Guidance TG (16)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

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 February 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 can not demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law.

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:

- Land use
- 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
- Impact on biodiversity and ecology
- Contaminated Land
- Affordable housing and Infrastructure
- Section 106 Requirements
- Equalities Considerations
- Presumption in Favour of Sustainable Development

8.0 **Land Use**

8.1 Notwithstanding the site's location in an Existing Business Area (as designated in the Core Strategy Proposals Map), the principle of residential use on this site is considered to be justified in light of the characteristics of the site and its surroundings. Notably, it is considered that the significant part of the wider site is now residential in character due to the implementation of the Prior Approval for Atria House. In addition, it is considered that the surrounding uses would not give rise to significant unneighbourly impacts due to the location, separation distance and absence of constraining features in the adjoining commercial properties which comprise Matalan and the Temple/Community Centre. The red line site plan indicates that there is an adequately defined boundary line between the development site, the car parking area and the demise of the Temple/Community Centre to the west to ensure that the development would appear satisfactorily separate from the adjoining site.

- 8.3 Furthermore, given Atria House benefits from residential land use by way of the Prior Approval which has been implemented, the proposed development would be compatible with this use. It is noted that the areas to the south and east of the site comprise predominantly low rise 2-3 storey residential dwellings and the development is consistent with this pattern and character.
- 8.4 The Westgate School and Cippenham Tennis Club are a significant distance from the development to the south west and would not be considered to result in land use conflicts with the residential use proposed.
- 8.5 In summary, the principle of residential use on this site is considered to be justified in planning land use terms, subject to a detailed assessment of the merits of the proposed development.

9.0 Housing Mix

- 9.1 The National Planning Policy Framework 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.
- 9.2 The current proposals seek to provide a net increase of residential units on the wider site. In addition, the proposals seek to introduce larger 1 and 2 bed units which improves the balance of accommodation across the whole site including the apartments within Atria House (which contains a large number of Studio units). Works have been implemented in respect of the abovementioned Prior Approval application for 120 units, and together with the proposed 37 units (in this application), the total across the wider site would deliver 157 residential units.
- 9.3 The proposals comprise the following dwelling mix:

Level	Studio	1 bed	2 bed	Total
Ground floor	-	-	4	4
1st floor	5	6	2	13
2nd floor	5	6	2	13
3rd floor	-	4	3	7
Total	10	16	11	37

- 9.4 The proposal would provide 10 x Studios, 16 x one bed flats and 11 x two bed flats which, as a standalone scheme provides mix of homes appropriate for the urban location that would help achieve sustainable, inclusive and mixed communities. The provision of larger 2 bed units is welcomed as this introduces an improved mix of dwellings across the wider site including Atria House. It is also noted that the 2 bed units are located on the ground floor which makes them suitable for families. The provision of additional affordable accommodation within the site is also welcomed. As the prior approval has been implemented as a separate

building project, no additional affordable housing is required other than the requirement for 30% on the application site.

10.0 Impact on Character & Appearance of the Area

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

Siting and Layout

- 10.2 The proposed building is positioned in a linear fashion across the rear of the site. The building addresses the southern facades of the Atria redevelopment; a minimum distance of approximately 28 meters separates the two buildings, extending to 46 meters at the western side. This position is also parallel with the rear façade of the commercial building to the west and therefore forms a continuation of the elevation along this boundary. This configuration will also form a closure to the southeast corner of the site with the residential units as viewed from the playing fields.
- 10.3 The proposed building is set back from the southern boundary of the site as much as possible in order to minimise the impact upon the rear windows of the flats at 7-12 Hayling Close, and this position also enables the required number of parking spaces to be achieved.
- 10.4 The ground floor accommodation of the proposal is set back at the northern side and incorporates an undercroft which allows the layout to maintain parking numbers on the site, and some of the parking spaces to be undercover. 3 x disabled parking spaces have been positioned within the modified car park.
- 10.5 Access to the accommodation is through the undercroft via carefully delineated pedestrian routes, incorporating defensible spaces for directly accessed apartments and open, transparent reception areas and core access. It is recognised that the design of these areas is important to maintain a welcoming, well lit and safe experience. No main windows are intended to overlook the undercroft in order to maintain good aspect and outlook for all habitable rooms.
- 10.6 Both private and affordable housing is provided, each accessed via its own separate stair core and main entrance in order to ease management, as is preferred by Registered Social Landlords. The western core provides access to the private flats whilst the eastern core provides access to the proposed affordable units. In addition, two of the flats that are provided at ground floor have their own separate entrances directly from the parking area.

Height, Scale, Bulk and Massing

- 10.7 The scheme consists of four storeys, but is set back at the eastern end of the top floor to three storeys to reduce its impact and to form a better relationship with the two storey plus pitched roofs of the Atria redevelopment. It is noted that Atria House was originally built as a commercial building and the floor to ceiling heights of commercial buildings are greater than that of a residential building. Therefore, two storeys of commercial is not equivalent to two storeys of residential. The proposed building, therefore will remain in context and will not appear dominant in its setting.
- 10.8 The step down in storey height from the east façade reduces the buildings impact from the rear windows of the flats at 7-12 Hayling Close, and at this location will be comparable with that of those flats. It should be noted that the proposed development is positioned at 90 degrees to the existing properties along Hayling Close and no part of the façade directly faces their windows.
- 10.9 As well as being set back from the eastern edge of the building, the proposed third floor is also set back from both the north and south facades of the building. This again helps to reduce the overall visual impact of the building.

Appearance

- 10.10 It is considered that the proposed development would have a simple architectural form with the elevations articulated by the grey window frames, simple fenestration detail and projecting balconies. The development is considered to reflect the red brick of the existing Atria House, as well as the differing brick colours of the existing dwellings at Hayling Close and other existing buildings along Bath Road.
- 10.11 The palette of materials for the building is intended to be simple, with two different tones of predominantly red brick making up the ground, first and second floor facades, and dark grey window frames and grey panelled cladding to the topmost storey. Metal cladding will be provided for the cantilevered balconies whilst all balustrades will consist of painted metal railings and handrails. A metal brise soleil will be provided to the head of the top floor façade to assist with preventing solar gain and glare, and to provide an accentuated linear aesthetic to the top of the building. Exposed columns to the ground floor undercroft are intended to be a hardwearing concrete finish. The cycle store will consist of a robust galvanised and painted steel grillage with a dense pattern, supported by a steel frame behind. Subject to samples of materials being provided and of the visual and functional qualities of these being to a high standard, the principle of the proposed materials would be acceptable.
- 10.12 The proposed grey window frames, door frames and balconies, as well as the proposed material for the third floor and metal gutter, have been chosen to reflect the existing window frames at Atria House. These

details help to tie the two buildings together as one coherent development.

- 10.13 The overall effect will be modern and rectilinear whilst using variegated brick as a primary material to complement the surrounding buildings.
- 10.14 The design of all paving, garden fencing, refuse stores, surfacing and landscaping will be secured through conditions.
- 10.15 Trees: Based on the plans provided there appears to be a number of existing trees located within the redevelopment area which may be affected by the proposal but would depend on whether or not they are to be retained or not. The applicant has submitted a Tree Report which confirms the need for Tree Protection Measures for the retained trees.
- 10.16 The Council's Tree Officer advises that the row of trees located along the site boundary both within and on adjacent land should not be directly affected by any of the main excavation or construction process. However depending on how much of the communal garden area is planned to be re-landscaped then there is a possibility that this could cause some minor root damage if for instance rotating or excavation works were planned to be carried-out within the root protection area of these particular trees.
- 10.17 It is recommended that appropriate protection of trees and those identified for retention will need to be in line with good practice during construction of the development. A condition is recommended that tree & root protection measures are put in place for the duration of the construction and re-landscaping process.

11.0 Impact on Neighbouring Occupers

- 11.1 The National Planning Policy Framework 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 Policy EN1.
- 11.2 The proposed development is over 28m from the southern elevation of the adjacent Atria House building and is located at oblique angles to the adjoining blank façade of the Matalan commercial block to the east which is approx 10m diagonally from the first and second floors of the eastern elevation of the development. The Community Centre/Temple is located over 30m to the west. The occupiers within the south facing flats within Atria House will have a more enclosed view with the development in situ. It is recognised that the quality of the existing will be less open – but this does not result in harm to living conditions given there is adequate separation distance between the buildings. In light of the scale, siting and height of the development, Atria House is located far enough away from the proposed development to ensure that the daylight and sunlight levels will be satisfactory within the existing properties in Atria House.

- 11.3 The proposed southern elevation would be located approx 6-10m from the boundary which abounds the north eastern corner of the school playing fields. The Boundary treatment comprises a fence with a landscaped buffer made up of trees and hedgerow planting. The relationship with the boundary is consistent with that of 7-12 Hayling Close in terms of proximity and the intervening boundary planting and trees. It is considered that the row of planting and trees (shown on the proposed site plan) would create an effective screen at the lower levels of the development. The upper floors (2 & 3) would contain windows which overlook the sports playing field but given the relationship is consistent with 7-12 Hayling Close and there would be some intervening vegetation at the boundary – the view would not be considered intrusive with regards to the playing field use.
- 11.4 It is considered the proposed development would not have any demonstrable adverse visual impact (in terms of intrusiveness or obtrusiveness) on the living conditions within these adjoining properties nor would it harm the amenities or living conditions of occupiers within Atria House, nor the uses or purposes of the sports playing fields.
- 11.5 The closest residential properties are located to the south east of the property at 7-12 Hayling Close. No. 8 Hayling Close is the closest property to the development and this comprises a three storey block of 3x flats. It is appropriate to consider the impacts on this dwelling as a worst case scenario for assessing daylight/sunlight. It has an elevation facing north East towards the site and an elevation facing North West which faces across open land. The flats have corner North West lounges (on all levels) which is dual aspect, benefitting from light in two directions.
- 11.6 The applicant has submitted a daylight and sunlight report in accordance with the BRE Guide. This report confirms that the light from the North West will remain completely unimpeded whilst the results show that the light to the north East facing window see minor alterations on ground and first floors. The Report confirms that the resultant light within the lounge rooms remains effectively unaltered with no discernible change noticeable by the occupants. The daylight distribution to these rooms covers the full area of each room and remains unchanged. The report confirms that the bedrooms in these flats are reported to see no noticeable alteration in daylight.
- 11.7 The windows to these flats face in a northerly direction and as such do not require analysis for Sunlight impacts. The detailed Daylight and Sunlight assessments are considered to demonstrate the proposed development is fully compliant with the guidance set out by the BRE. There are no daylight losses to rooms in excess of 20% (or less than 0.8 of the former value) and therefore the scheme is BRE compliant for Daylight with no requirement to analyse Sunlight.
- 11.8 It is therefore considered that the proposed development is therefore concluded as acceptable with regards to planning policy on Daylight and Sunlight, and with regards to visual amenity generally.

12.0 Living Conditions for Future Occupiers

- 12.1 The National Planning Policy Framework states that planning should create places with a high standard of amenity for existing and future users. 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." Policy H14 of the Adopted Local Plan seeks an appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities.
- 12.2 The general layout of the development with its linear nature does mean that single aspect 'north facing' flats are inevitable. In order to mitigate this, the flats have been designed with large windows to maximise daylight, and ample private amenity is provided. It is noted that due to the relatively generous distance to the flats opposite (approximately 28m to 46m), privacy can be maintained to avoid unneighbourly impacts between the buildings. The orientation of the south facing flats and upper floor dual aspect flats is such that morning sunlight will penetrate the flats for much of the year. The resultant north/south aspect enables the south facing flats to have expansive views over the playing fields to the south and the north facing ones to have a more intimate residential outlook to the north. The eastern elevation includes 2 bedroom windows at first and second floor levels that are sufficiently oblique in proximity to the rear elevations of 7-12 Hayling Close to avoid intrusive overlooking between windows.
- 12.3 All apartments have been provided with suitable amounts of private amenity space. The first and second floors are provided with cantilevered balconies, whilst the ground floor properties have private terraces/gardens, and the reduced width of the third floor allows these units to have substantial full length terraces. In addition all apartments have been designed with room sizes that meet the minimum space standards as set by Slough Borough Council.
- 12.4 A landscaped communal space, solely for the use of residents, has been designated to the south of the site and the design detail can be secured by condition.
- 12.5 Additional areas of planting have been included within the car park to break up the parking areas with areas of green space. A total of 11 parking spaces have been removed in order to include this additional planting and to ensure there is adequate turning spaces for refuse vehicles. Officers consider that the benefits of including the landscaping outweigh the negligible harm caused by the loss of parking. The design detail of these areas will be secured by condition.

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 ground floor accommodation of the proposal is set back at the northern side and incorporates an undercroft which allows the layout to maintain parking numbers on the site, and some of the parking spaces to be undercover.
- 13.3 The Crime Prevention Design Advisor has raised some concerns regarding the under croft area identified as both parking for vehicles and public access to private front doors. Notwithstanding this, the site constraints are recognised and subject to condition requiring Secure by Design compliance (Silver Award), no objections are raised. It is recommended that conditions are secured that require the delineation of the pedestrian routes, a lighting scheme, boundary treatment, allocation of parking spaces which are adjacent to units G02 to G04 to these properties, and the details of postal services/letter box provisions.

14.0 Highways & Parking

- 14.1 The National Planning Policy Framework 2019 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 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 Core Policy 7 of the Core strategy and Local Plan Policy T2 require the level of parking within residential development will be appropriate to both its location and the scale of the development and taking account of local parking conditions.
- 14.3 A Transport Statement and Travel Plan have been submitted to support the planning application.
- 14.4 The vehicular access is proposed via the existing access on Bath Road (service road) which is considered to be acceptable in line with Highways Officer advice. Pedestrian accesses would remain as existing, via Bath Road. A pedestrian path into the site from Bath Road is provided, and is welcomed even though the access road is narrowed slightly at the pinch point with Atria House.

- 14.5 Trip Generation: Trip generation calculations have been provided with the application for the proposed use with the original car parking levels, as this is in addition to the adjacent application for conversion of Atria House to 120 residential units. The vehicle and total person trips for the AM and PM Peak Hours as well as Daily trips are shown in the tables below.

Vehicle Trips

	Arrivals	Departures	Total
AM Peak Hour	3	10	13
PM Peak Hour	12	5	17
Daily	74	69	142

Total Person Trips

	Arrivals	Departures	Total
AM Peak Hour	6	13	19
PM Peak Hour	17	10	27
Daily	117	130	247

- 14.6 The proposed development is therefore expected to generate a significant volume of additional trips, over and above that already approved on the site, and therefore will need to be considered against potential mitigation, as discussed below.
- 14.7 Car Parking: There are a total of 182 car parking spaces (approx.) currently on the whole site (within the surface car park and Atria House basement/undercroft parking areas). 130 spaces are proposed to be retained for use by the residential use at Atria House (for 120 dwellings) that received prior approval for conversion from office to residential (ref. F/08954/025). The Prior Approval has been implemented and occupation has occurred in a number of units within Atria House. The current application would not affect the 130 spaces retained for Atria House and sufficient parking remains for the proposed development as well as the converted Atria House.
- 14.8 This scheme has been revised in order to ensure there is adequate accessible parking spaces provided in a convenient location and so that there is additional space for turning refuse vehicles accessing the rear of the site. 41 car parking spaces will be allocated to the development and are located within the application red line area. The red line area does not include the remaining 130 parking spaces that are used by Atria House residents and therefore these will remain unaffected by the proposals.
- 14.9 The residential parking standards in accordance with the Local Plan state that if all parking was communal, 1.25 spaces per 1-bed unit and 1.75 spaces per 2-bed unit would be required. The total provision of 41 spaces is therefore lower than the minimum standards and therefore requires justification for the reduced provisions.
- 14.10 A revised plan of the proposed parking layout has been submitted with the application submission, and this indicates 41 spaces for the scheme

and includes a tracking plan which indicates how a refuse vehicle could turn and maneuver. Three disabled spaces are included in the provision and the siting of these spaces has been modified to locate the spaces closer to the building. The applicant has confirmed in writing that provision will be made for 4 x rapid electric charging points (7 kW) spaces and requests that these are secured by planning condition. The proposed combination of EV charging provisions, accessible car spaces and provision above 1 for 1 ratio is considered acceptable in this instance, considering the location of the site adjacent to the A4 and the numerous bus routes along this busy major road and considering the development is a flatted development comprising smaller dwellings. The Transport Statement submitted with the application identifies that the site is well served by public transport connections, with 4 bus stops located within 300m of the site, providing direct transport to Maidenhead Town Centre (36mins) and Slough Town Centre (17mins). London Paddington station is only 20mins on a direct train from Slough Station, which also provides direct trains to Reading (14mins) and Oxford (45mins).

- 14.11 Cycle Parking: Cycle parking has been included in the proposals in a store located adjacent to the building. It is stated that individual stores would be provided measuring 2m x 2m x 1m. However, this detail is not included in the plans. Individual cycle stores for each flat (37 in total) would be expected to be provided measuring a minimum of 2m in length, 1.3m in height and 0.81m in width with secure lockable doors. The cycle storage areas shall only be accessible from secure areas of the building, as appears to be shown. This will be secured by a condition.
- 14.12 Refuse and Servicing: Two refuse stores are included on the plans provided at ground floor level at either end of the building. A total of 6 euro bins are indicated and this is sufficient for the 37 units proposed. In accordance with Slough developer's guide part 4, provision should be made in 1100litre euro bins for 97 litres of residual waste per flat and 53 litres recyclable waste per flat, totaling 6 euro bins.
- 14.13 A turning head is indicated on the plans for a refuse vehicle and the application has included swept path plans to demonstrate that a refuse vehicle can turn within this space sufficiently. The distance from the turning area and the bin store exceeds the minimum recommended distance of 10m. The applicant confirms that there is not the space within the site to accommodate a second turning head to a refuse servicing vehicle without losing significant additional parking. Moving the refuse bins would also result in carry distances for residents exceeding recommended limits. It is confirmed that the building will be managed by the same management company as the residential units within Atria House and it is proposed that it will be included within the management agreement that on refuse collection days the refuse bins in the store to the east of the site will be dragged by the site management company to the refuse store adjacent to the refuse turning head and return them to the correct store after collection. In light of these provisions, it is considered the proposed refuse provisions are satisfactory, on balance and this would not justify a refusal of the planning application.

- 14.14 It is stated that deliveries can take place from the parking area, and it is considered that this is acceptable, although ideally a delivery bay would be included.
- 14.15 Highways & Transport Mitigation: The proposed residential use is expected to lead to an intensification of the use of the site in the form of an increase in multi-modal trips, particularly pedestrian and cycle trips to the local amenities at all times of the day and weekend. The nearest shopping facilities to the site are on Buckingham Avenue and there are no pedestrian crossing facilities at the Leigh Road junction, which makes this a significant safety concern with the substantial residential use. Therefore the applicant would be requested to fund a toucan crossing at the junction to enable safe access to the local shopping facilities and this can be undertaken through a Section 278 agreement.
- 14.16 Residents of the development would be ineligible for on-street parking permits to which be conditioned.
- 14.17 A Travel Plan has been submitted with the application. The final Travel Plan can be secured by way of a planning obligation which would need to include:
- Welcome pack for new residents – the Council has developed a template of how this should be presented. The applicant can either prepare a welcome pack themselves or pay the Council to do it on their behalf;
 - Personalised Travel Planning contribution (costed at £100 per flat);
 - TRICS monitoring. The developer should make provision for the cost of surveys within the S106 agreement;
 - Travel Plan Contribution of £6,000 to cover LHA costs for working with the developer's Travel Plan Coordinator during the life of the 5 year monitoring period;
 - Travel Plan to be maintained in perpetuity, Travel Plan monitoring period is limited to 5 years subject to meeting of targets;
 - Cycle locker management plan setting out how the lockers will be managed as part of the Travel Plan;
- 14.18 Subject to the above provisions, the proposed development would provide an acceptable level of car and cycle parking and provide adequate access for vehicles and pedestrians without endangering highway safety. Subject to conditions and Section 106 obligations, the proposals would comply with Core Policy 7 and Local Plan Policies T2 and T8.
- 15.0 Air Quality**
- 15.1 Atria House is located approx. 0.6 miles from the Tuns Lane and Bath Road Air Quality Management Area (as extended). The proposed development is also located at the rear of Atria House and so the site is not directly in proximity to the AQMA. 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. The proposals 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 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 Air Quality Officer advises that in line with the Slough Low Emission Strategy, the scheme is considered to have a medium impact on air quality as the development consists of less than 50 units with 41 parking spaces, which could contribute to a worsening of air quality within the Tuns Lane AQMA. The Air Quality Officer advises that as the scheme is set back from the road, it is unlikely that exposure will be an issue with this development. It is recommended that Type 1 and 2 Mitigation measures are secured in accordance with the LES Planning Guidance. These include Electric vehicle charging infrastructure, a Construction & Environmental Management Plan (detailing use of Non-road mobile machinery controls), use of Euro 6/VI Emission Standard construction vehicles, heating system compliance with Table 7 of the LES Technical Report and a Travel Plan to promote electric vehicle use and usage of the EV charging infrastructure.

15.4 Based on the above, the proposal would satisfy Core Policy 8 of the Core Strategy and the National Planning Policy Framework.

16.0 Contaminated Land

16.1 The Council's Contaminated Land Officer has reviewed the information submitted for the above property, as well as the council records related to potential contaminative land uses at the property and within 250 m of the property. Historical mapping indicates that the proposed development is located on a Potentially Contaminated Site, identified as part of the Council's Prioritisation Procedure. In addition, the site is located within 250m of over 20 other Potentially Contaminated Sites and four locations with Disused Tanks entries.

16.2 Given that the proposed development consists of a new building and ground works are required, it is recommended that additional investigation is carried out in order to prove there are no unacceptable risks to the human health receptors.

16.3 Based on the above it is recommended that a Phase 1 Desk Study and Preliminary Risk Assessment, Phase 2 Intrusive Investigation Method

Statement, Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy and Remediation Validation are secured by way of planning conditions. Subject to the content and outcomes of these studies and reports, the development is capable of achieving compliance with Policy 8 of the Core Strategy 2008.

17.0 Surface Water Drainage

17.1 Paragraph 165 of the National Planning Policy Framework requires Major developments to incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner.

17.2 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.

17.3 The application includes a drainage strategy which has been assessed by the Lead Local Flood Authority (LLFA). The current proposal for the surface water drainage indicates attenuated discharge system. In accordance with the hierarchy for the outfall in accordance with the Building Regulations Part H and Non-Statutory Technical Standards for Sustainable Drainage, the LLFA advises that infiltration measures would be the preferred option for the surface water drainage and that further feasibility studies are recommended prior to commencement of any development. As such, although the LLFA advises that the drainage strategy is acceptable as a back up option, it is considered a condition is justified which requires the applicant to explore the feasibility for infiltration measures to form part of the drainage strategy for the site.

17.4 In conclusion, the Lead Local Flood Authority recommends that the proposals are acceptable but the preferred final proposed strategy can be dealt with by condition. This has been applied to the draft list of conditions.

18.0 Biodiversity & Ecology

18.1 Paragraph 170 of the NPPF requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.

18.2 The application property does not fall within a designated Special Protection Areas, Special Areas of Conservation or Site of Special Scientific Interest. It is not within 200m of ancient woodland, and is not an agricultural building or barn. The site has recently been subject to redevelopment works which relate to the conversion of the former office building. No works to the external car parking areas have been carried

out. Following a site visit there did not appear to be any signs of any protected habitats within the parts of the car park which form the application site. Officer's are satisfied there would be no likely significant harm on protected species or ecology resulting from the proposed development.

18.3 The proposals include the provision of a landscaped external amenity area at the rear of the development. This gives opportunity to provide additional planting that would attract ecological habitats. It is recommended that a condition is secured which advises that any new planting is selected to attract Bumble Bees and this requirement is included within the landscaping condition. Given the quantity of landscaping that would replace the areas to be lost, together with ecologically focused planting; the proposal is considered to result in a limited net gain in biodiversity.

18.4 Based on the above, the proposal would satisfy Core Policy 9 of the Core Strategy and the National Planning Policy Framework.

19.0 **Affordable Housing & Infrastructure**

Affordable Housing

19.1 Of the 37 residential units that are provided, it is proposed that 11 of these will be Affordable Homes. This equates to 30% provision, in line with requirements as set out in Section 7 of the Developer's Guide Part 2: Developer Contributions and Affordable Housing. These units will be accessed via their own entrance and stair core.

19.2 It is proposed that 7 x social rented units (comprising unit mix) will be provided in the eastern end of the building (served by Core 2). The unit mix will comprise:

Level	Studio	1 bed	2 bed	Total
Ground floor	-	-	1	1
1st floor	-	4	1	5
2nd floor	-	4	1	5
3rd floor	-	-	-	-
Total	-	8	3	11

19.3 A further 4 x units will be allocated as other forms of affordable housing and these can be secured within the s106 legal agreement. Given the nature of shared ownership units, they do not require their own core for management purposes and as such these will be allocated in accordance with the provisions of the s106 Agreement.

Infrastructure

19.4 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.

19.5 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 on page 6 of 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 £76,586.

19.6 Open Space: The proposal is a high density development, comprises less than 70 units and all of the flats would be served by balconies the proposal would attract a financial contribution of £300 per flat which amounts to £11,100. This amount should be allocated towards landscape and / or recreation improvements within the locality.

20.0 Section 106 Requirements

20.1 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The above provisions set out in paras 19.0-19.6 should be secured through a Section 106 Agreement before this planning permission is granted.

21.0 Presumption in Favour of Sustainable Development

21.1 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver "sustainable development." The Local Planning Authority can not demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2019 and refined in case law should be applied.

21.2 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there are some conflicts with the Development Plan, namely the provision of north facing single aspect units. However, when considering the proposal would provide 37 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough, in combination with compliance with the relevant planning policies and considerations as set out above, the Local Planning Authority consider that the adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed

against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole. On balance, the application is recommended for approval.

PART C: RECOMMENDATION

23.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

- (i) the satisfactory completion of a Section 106 Agreement to secure affordable housing (30%), financial contributions towards education improvements, open space/recreation improvements in the local area and Travel Plans and s278 highways works;
- (ii) finalising conditions and any other minor changes;

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 31st August 2020 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee;

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:

766-900 Rev P2 Location Plan
766-902 Rev P5 Proposed Site Plan
766-903 Rev P2 Proposed Floor Plans
766-904 Rev P1 Proposed Elevations
766-905 Rev P1 Proposed Elevations in Context

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

Should the findings of the Phase 1 Desk Study and Phase 2 Intrusive Investigation Method Statement pursuant to conditions 3 and 4 identify any contamination on site, 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. Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: In the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008 as the proposed works will be in close proximity to underground sewerage utility infrastructure.

8. Samples of Materials

Prior to the commencement of the development hereby approved, samples of external materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of external envelope of the

building shall be submitted to and approved in writing by the Local Planning Authority. 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

Prior to the commencement of the development hereby approved, 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 shall be 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. Surface Water Drainage

No development shall take place 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, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is commenced. 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 sufficient level of treatment in accordance with the SuDS Manual.'

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.

11. Boundary treatment, walls, fences and gates

Prior to the occupation of the development hereby approved, details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates (including any landscaping/tree planting on the boundaries) shall be submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved

boundary treatment has been implemented on site. It shall be retained at all time in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

12. Construction Management Scheme

Prior to the commencement of the development hereby approved, a Construction Management Plan shall be 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 2019.

13. Landscaping Specification

Prior to the occupation of the development hereby approved, the following details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority:

- a) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- b) a schedule detailing type sizes and numbers/densities of all proposed trees/plants (including planting which attract Bumble Bees);
- c) specifications for operations associated with plant establishment and maintenance that are compliant with best practice; and
- d) types and dimensions of all boundary treatments
- e) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - permeable paving
 - tree pit design
 - underground modular systems
 - Sustainable urban drainage integration use within tree Root Protection Areas (RPAs)

The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. All soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) or planting that die, are removed or become severely damaged or diseased shall be replaced within five years of planting. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with 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

14. Crime Prevention and Anti Social Behaviour

Prior to commencement of works, details of the measures to be incorporated into the development demonstrating how the Secured by Design (Sliver Award) will be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.

REASON To ensure the proposed development minimises the opportunity for criminal activity and anti social behaviour in accordance with Core Policy 12 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, and the National Planning Policy Framework, 2019.

15. External Noise

The development shall be carried out in accordance with the noise mitigation scheme which sets the following standards:

- a. External noise from within the dwellings should not exceed 55dB LAeq in line with BS 8233.
- b. Noise from mechanical ventilation should not exceed LAeq 27dB inside any habitable room in accordance with ProPG: Planning and Noise Guidance and British Standard 8233:2014

The development shall be carried out in full accordance with the approved details together with the noise mitigation measures set out in Noise Assessment by Spectrum Acoustic Consultants 19th – 20th November 2019 prior first occupation shall be retained as such all times in the future. Each Mechanical

Ventilation unit shall then be used and maintained in accordance with the manufactures requirements.

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

16. Landscape Management Plan

Prior to first occupation of the development hereby approved, a landscape management plan shall be submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the communal landscape areas and boundary treatments, shown on the approved landscape plan, and should include time scales for the implementation. The development shall be carried out in accordance with the approved details.

REASON To ensure the long term retention of landscaping within the development 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

17. Refuse

The bin store shall be carried out in accordance with the approved plans 766-902 Rev P5 Proposed Site Plan and 766-903 Rev P2 Proposed Floor Plans and shall be implemented prior to first occupation and shall be retained as such at all times in the future.

REASON To ensure that there is adequate and aesthetically appropriate bin storage available at the site in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies T8 and EN5 of The Adopted Local Plan for Slough 2004, and the National Planning Policy Framework, 2019.

18. Delivery management plan

No part of the development hereby permitted shall be occupied until a delivery management plan has been submitted to and approved in writing by the Local Planning Authority. The delivery management plan shall demonstrate how a delivery vehicle will access the secured parking area without comprising the security strategy and without causing an obstruction on the highway. 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 ensure the delivery vehicles serving the proposed development do not cause an obstruction on the adjoin or surround highway 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

19. Car Park and Electric Vehicle 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 provisions to:

- a) 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) Ensure spaces are not permanently linked to dwellings.
- c) State how 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) Allocation of any visitor spaces.

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

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area and 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

20. External Lighting

No part of the development hereby permitted shall be occupied until a lighting scheme has been submitted to and approved in writing by the Local Planning Authority. This shall include external site lighting and lighting within the rear undercroft access in accordance with the design strategy; details of the lighting units, hours of use, and vertical and horizontal illuminance levels including on habitable windows within the site and on neighbouring property. The scheme shall demonstrate 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 existing neighbouring residents and future residents of the proposed development and to provide a safe environment within the site in accordance with Core Policies 8 and 12 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and the requirements of the National Planning Policy Framework 2019.

21. Electric vehicle charging

Notwithstanding the details in the approved plan, there shall be no occupation of the development until 4no. Electric Vehicle charging bays have been submitted to the local planning authority and approved in writing. The EV parking infrastructure and chargers shall be fully operational and available for use prior to first occupation. The 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 closest 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 2019.

22. Car Parking

The parking spaces and turning area shown on the approved plans shall be provided on site prior to first occupation of the development and shall be 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 polices), and the requirements of the National Planning Policy Framework 2019.

23. No additional windows

Notwithstanding the terms and provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), no windows (other than those hereby approved) shall be formed in the any part of the development without the prior written approval of the Local Planning Authority.

REASON To protect the privacy of the neighbouring property and to ensure no further overlooking of the neighbouring commercial and community premises and 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 and the requirements of the National Planning Policy Framework 2019.

24. Use of flat roofs

Other than the terrace area shown on the approved plans, 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 Planning Policy Framework 2019.

25. Car Parking

Prior to the development hereby approved first being brought into use, a total of 41 no. car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

Reason: In the interest of ensuring satisfactory parking provision for occupiers of the development and to protect the amenity of residents and other land uses in the vicinity of the development from overspill parking on the public highway in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

26. Cycle Parking

No development shall be begun until details of the cycle parking provision including 37 individual cycle lockers, locker dimensions of 2000mm in length, 810mm in width and 1300mm in height to be provided in the cycle storage enclosure within the development. The cycle locker scheme shall be 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

27. CPZ Restrictions

No occupier of the residential units with the exception of disabled persons that are registered blue badge holders, shall be entitled to a car parking permit or retain such a permit for any Controlled Parking Zone (CPZ) in the Borough. If such a permit is issued to a resident of the development, it shall be surrendered to the Council within seven days of receipt.

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the level of on-street car parking stress in the area, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

28. Secure Kerb Lines

No occupation on site is permitted until details of the proposed kerb lines between the pedestrian footways and the parking area and roadways have been submitted

to and approved by the Local Planning Authority. The development shall not be occupied until the approved kerb lines or a scheme for the delineation of the pedestrian and vehicular roadways and parking areas have been implemented on site. It shall be retained at all time in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

INFORMATIVES

1. In accordance with paragraphs 38 and 39 of the National Planning Policy Framework (2019), Slough Borough Council takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. Slough Borough Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the applicant was informed of the issues arising from the proposal and given the opportunity to submit amendments or provide additional information in order to address those issues prior to determination. The applicant responded by submitting revised plans and additional technical information which was considered to be acceptable.
2. This notice DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether they require an application
3. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
4. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
5. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
6. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
7. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
8. The applicant must apply to the Highway Authority for the implementation of any works in the existing highway. The council at the expense of the applicant will carry out the required works.
9. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

10. During the construction phase of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the application site.
11. Surface Water Drainage - 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. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
12. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
13. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
14. With regard to water supply it is the responsibility of the developer to ensure that there would be sufficient capacity for the future residents of the development. Prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921
15. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.
16. 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.
17. The following advice and guidance has been provided by the Crime Prevention Design Advisor to assist with achieving Secure by Design compliance, as required under condition 13:
 - Core 1 Compartmentalisation: The Access control system must provide compartmentalisation of each floor within the development;
 - External Communal entrances: All external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of building regulation Part Q

- All external and internal Communal entrance doors access will be controlled via an electronic remote release locking systems with audio/visual intercom links to each apartment. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat. The system will be required to record and store images for a minimum of 30 days. Tradesperson's release mechanisms are not permitted as they have been proven to be a cause of ASB and unlawful access to residential areas; Post boxes to be located as shown on plans (outer air lock lobby of each core);
- Secure communal lobbies: Any internal door sets should meet the same specification as above be access controlled (ground floor and residential floor lobbies)
- Bin and cycle store doors. Must be robust and secure (meet the minimum physical security standards of LPS 1175 issue 8 B3, with electronic access control.
- Core 2 access controls , see Secured by Design for best practice where less than 10 apartments are served by one core.