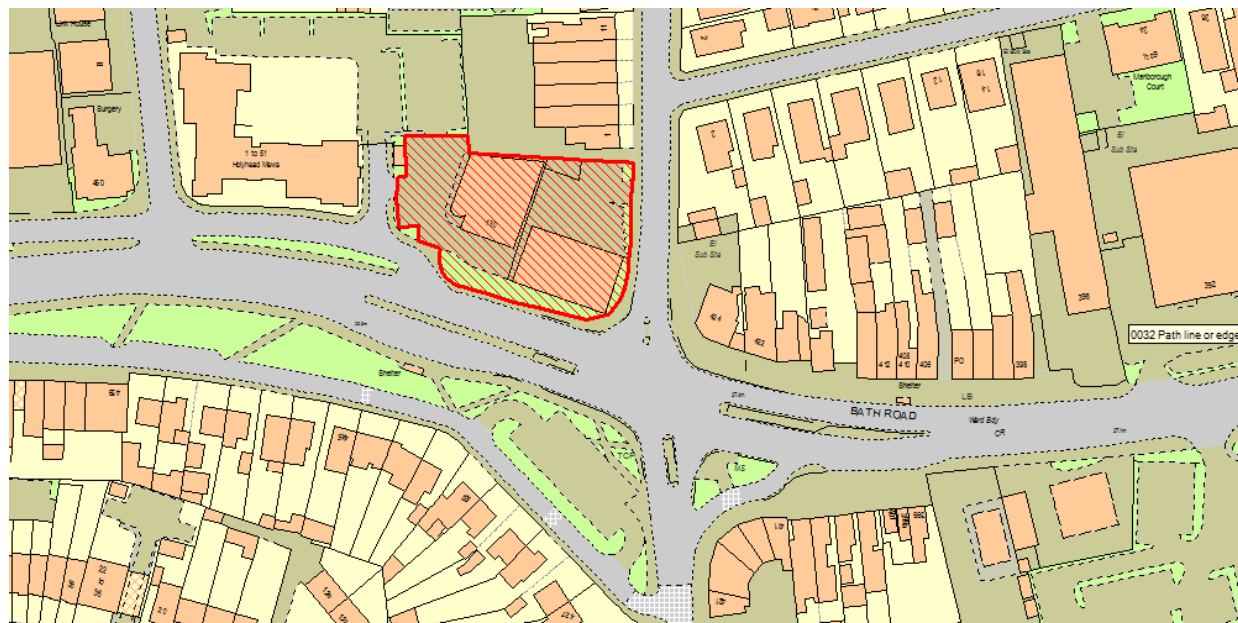


Registration Date:	3 rd September 2019	Application No:	P/00442/016
Officer:	Neil Button	Ward:	Haymill & Lynch Hill
Applicant:	Mr. Sean Bates, Feltham Properties Ltd	Application Type:	Major
		13 Week Date:	3 December 2019
Agent:	Mr. James Iles, Pro Vision Grosvenor Court, Winchester Road, Ampfield, SO51 9BD		
Location:	426-430, Bath Road, Slough, SL1 6BB		
Proposal:	Outline Planning Permission to include Matters of Access and Scale for the demolition of existing buildings and redevelopment to provide up to 75 dwellings, including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure. Matters of Appearance, Landscaping, and Layout are Reserved.		

Recommendation: Delegate approval to the Planning Manager for approval subject to completion of a satisfactory Section 106 Agreement and conditions.



P/00442/016 - 426-430 Bath Road

1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 to secure the provision of 10% affordable housing (on site provision) and financial contributions towards Transport, Air Quality, Education and Leisure/Open Spaces and the provision of Travel Plan as set out in this report, and

- 2) finalising conditions; and any other minor changes, or

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 1st September 2020 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a third outline application (Access and Scale only to be considered) for the redevelopment of 426-430 Bath Road. The proposals comprise the erection of a six storey residential building on a site comprising two commercial plots of land to provide 75 flats with ground level car parking, a podium courtyard and landscaping. This application has been submitted following the approval of a similar development (P/00442/014) which was granted outline planning permission (Access & Scale only) in February 2019 for up to 60 flats subject to conditions and section 106 legal agreement.
- 2.2 The revised illustrative scheme has a similar height as the previously approved scheme which would comprise a building which extends to 6 storeys and steps down to two stories along the rear boundary. The proposed revised development would provide up to 75 flats (although the final mix would be subject to reserved matters) in Class C3. Whilst no mix is provided the submission indicates that the indicative floorsplans indicate that there could be a mix of one and two bedroom flats. The proposed building would front Bath Road and would extend around the corner onto Station Road.
- 2.3 The Indicative layout suggests that 60 car parking spaces could be provided and 74 cycle spaces.

- 2.4 The existing access from the Bath Road will be removed and the new access will be from Station Road in the same location as the existing access. This repeats a similar provision from the consented scheme.
- 2.5 The extant permission indicated an area of private amenity space at the ground floor level, adjacent to the parking area. For this revised scheme, alternative options have been considered to provide a more attractive space. The proposed scheme could include a private amenity space as a roof-top terrace, plus private terraces / balconies to a few of the apartments.

3.0 **Application Site**

- 3.1 The 0.21 Ha site is on the corner site of Station Road and Bath Road. The site is brownfield in nature and is occupied by two commercial premises within separate land ownerships. The eastern parcel of the site contains a branch of a national multiple car tyre business and the western parcel comprise a two storey office. The site does not fall within the Simplified Planning Zones.
- 3.2 There is no residential use on the site at the moment. The site is not in a Conservation Area. There is a Listed Milestone on the opposite side of the A4 in the traffic island. There are three birch trees along the site frontage.
- 3.3 To the north of the site is a parking courtyard to the existing flats on the adjacent site. These flats were approved in 2004 are five storeys tall and are finished in buff brick and render with a flat roof. To the north of the Station Road end of the site are a few mixed uses conversions with A1 uses on the ground floor and flats above. These were two storey homes when constructed but have been modified to the rear for commercial purposes.
- 3.4 To the south of the site are semi detached inter-war style family dwellings which appear to be in largely original condition from the frontage.
- 3.5 The surrounding wider area comprises a mix of commercial and residential uses. The more immediately locality, north of the A4, mainly of a residential nature.
- 3.6 The site is approx. 2.5 miles from the Town Centre, 1 Mile from Junction 7 of the M4 and 500m from Burnham Station. There are several bus stops nearby on the Bath Road, Elmshott Lane and Station Road. There is a parade of shops and restaurants immediately to the north of the site on Station Road. St Andrews Church, Cippenham Library and Cippenham Primary School and parade of shops/showrooms on Elmshott Lane are located to the south of Bath Road (on Elmshott Lane) circa 400m from the site.

4.0 **Site History**

- 4.1 A number of planning applications have been submitted, but these relate to the respective businesses presently on the site and are of a minor nature (advertisements, minor alterations etc). The recent applications on the site(s)

include:

- 4.2 P/00442/014: Demolition of existing buildings and redevelopment [of 426-430 Bath Road] to provide up to 60 dwellings (one, two and three bedroom flats), including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure (Outline application to consider access and scale). Approved subject to s106 and conditions dated 15th February 2019.
- 4.3 P/00442/015: Outline application [at 430 Bath Road only] for the demolition of the existing building and redevelopment of the site to provide up to 28no. dwellings, including access, parking, landscaping, boundary treatments and associated infrastructure (Outline application seeking approval for access and scale, with appearance, landscaping, and layout reserved). Withdrawn

5.0 **Neighbour Notification**

- 5.1 Dancia International Ltd, 1, Station Road, Cippenham, Slough, SL1 6JJ,
Multi Media Marketing Ltd, 1a, Station Road, Cippenham, SL1 6JJ,
449, Bath Road, Slough, SL1 6AA,
445, Bath Road, Slough, SL1 6AA,
441, Bath Road, Slough, SL1 6AA,
437, Bath Road, Slough, SL1 6AA,
2, Iona Crescent, Slough, SL1 6JH, Cippenham
Dynasty, 9, Station Road, Cippenham, Slough, SL1 6JJ,
Copyden, 3, Station Road, Cippenham, Slough, SL1 6JJ,
Cheque Point Charlies, 424, Bath Road, Slough, SL1 6JA,
2, Station Road, Cippenham, Slough, SL1 6JJ,
435, Bath Road, Slough, SL1 6AA,
447, Bath Road, Slough, SL1 6AA,
439, Bath Road, Slough, SL1 6AA,
443, Bath Road, Slough, SL1 6AA,
424a, Bath Road, Slough, SL1 6JA,
Atlantic House, 7, Station Road, Cippenham, Slough, SL1 6JJ, Premium
Claims, 3a, Station Road, Cippenham, Slough, SL1 6JJ,
Furnival Entertainments Ltd, 1b, Station Road, Cippenham, Slough
A1 Garden Contractors Ltd, 1a, Station Road, Cippenham, Slough
Numbers 1-51, Holyhead Mews, Slough, SL1 6BD,
Numbers 2-50, Holyhead Mews, Slough, SL1 6BD,

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, a site notice was displayed at the site on the 20th September 2019 and the application has been advertised in The Slough Express, the details of which will provided to members as an update on the Amendment Sheet.

- 5.2 No neighbour representations have been received at the time of writing this report.

6.0 **Consultation**

6.1 Transport and Highways

Access & Car Parking

- TA demonstrates that visibility splays of 2.4m x 43m can be provided from the proposed site access.
- Swept path analysis demonstrates that a fire appliance and car can safely access the site.
- No dropped kerbs and tactile paving are shown across the site access. Dropped kerbs with tactile paving should be provided in accordance with Guidance on the Use of Tactile Paving Surfaces (1999).
- It is not clear where panel vans would park / wait whilst making deliveries and it is also unclear how the site would accommodate removals vans when residents move into the flats.
- Recommend that barrier to vehicular access is placed at the carriageway edge, rather than the site boundary.
- Some minor amendments may be required to the scheme, to take account of the highway widening line on Station Road, and to provide pedestrian visibility splays provided both sides of the access.
- Reduced car parking ratio for this current application is supported by a rigorous demand assessment. The levels are similar;
- Wheelchair Accessible Parking Space 8 should be relocated in closer proximity to the stairs/lift cores to minimise the travel distance to/from the space;
- Confirmation of the provision of passive Electrical Vehicle (EV) Charging infrastructure (ducting, cables etc.) is needed. 8 electric vehicle charging points should be provided in accordance with IAQM guidance (May 2015) at 1 space per 10 units.
- Type of cycle storage should be clarified. Individual cycle parking stores measuring 2m x 2m x 1m for each flat is needed.

Trip Generation and Impact

- Considering that the development trip generation will be a net reduction compared to the current use, we are content that no further assessment of traffic impact is required, as the layout will preclude any part of the extant consent from being retained.

Review of Framework Travel Plan

- Enterprise Car Club is not considered a viable travel option given it is 4.2km from the proposed development to Slough Railway Station.
- Otherwise, we will be glad to work with the applicant in the development of the FTP into a full travel plan, in accordance with the outline strategy given in the FTP.

No objections overall subject to further clarifications.

6.2 Lead Local Flood Risk Authority Advisors

The general principles for the surface water drainage proposals are acceptable, therefore we recommend the following condition:

'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 drainage scheme shall also provide the followings;

- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753
- The maintenance aspect of the pumped system must be considered very carefully. Detailed maintenance plan for the pumping station and the rest of the drainage system must be provided.
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event.

6.3 Environmental Protection

A Phase 1 Desktop study was submitted with the planning application due to the brownfield nature of the site and the commercial / industrial uses presently on part of the site. The Environmental Quality team were consulted as part of the application. No objection subject to a phased contaminated land study.

6.4 Thames Water

Thames Water would advise that with regard to waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Conditions and informatives recommended relating to piling method statement, ground water and water pressure.

6.5 Crime Prevention Design Advisor

(Previous comments to P/00442/014) No objection, subject to a condition to ensure the final approved scheme meets Secure by Design standards.

6.6 Environment Agency

No objection, subject to conditions requiring details of soil investigation and remediation, piling, surface water and foul water drainage measures.

PART B: PLANNING APPRAISAL

7.0 Policy Background

- 7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework (NPPF) 2019

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 6); or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 6 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.

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

Core Policy 1 – Spatial Strategy
Core Policy 3 – Housing Distribution
Core Policy 4 – Type of Housing
Core Policy 5 – Employment (inc “Areas for Major Change”)
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 8 – Natural and Built Environment
Core Policy 9 – Natural and Built Environment
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy H10 – Minimum Density
Policy H14 – Amenity Space

Policy EN1 – Standard of Design
Policy EN3 - Landscaping
Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities

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 upon July 2019. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

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

Other relevant documents

- Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
- Slough Local Development Framework Proposals Map 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Relationship with neighbouring properties;
- 4) Amenity space for residents;
- 5) Parking and highway safety.

8.0 Principle of Development

8.1 The principle for a residential development of up to 6 storeys has been established through the recent grant of outline planning permission for up to 60 flats (ref: P/00442/014) dated February 2019. The revised development seeks permission for an additional 15 residential dwellings (at total of 75) and additional car parking/cycle provision which is possible by way of modification

of the internal layout and amending the scale and massing within parts of the site.

- 8.2 The proposed development would be carried outside the town centre but in an area identified in the Core Strategy as being an Area of Major Change by the Core Strategy Key Diagram on page 53 of the Development Plan Document (DPD). Core Policy Core Policy 5 is spatially designated and the areas chosen underwent rigorous testing at Examination in Public based on their sustainability merits. The policy seeks to allow a variety of uses would be acceptable, including residential.
- 8.3 The NPPF places much emphasis on “*boosting significantly the supply of housing*” (paragraph 47) and about the importance of making the optimum use of valuable land. The LPA are of the view that the public balance weights strongly in favour of a large quantum of housing on this site, against a modest level of local employment generated by the site at present. Officers are also aware that the delivery of housing is in itself also an economic gain for the area due to increased domestic spend and other activity taking account of the of the nearby neighbourhood shopping centre.
- 8.4 The current scheme has been the subject of negotiations on viability with the agents acting on behalf the applicant. The Council has instructed independent viability consultants (BPS) to carry out a review of the viability assessment submitted in respect of the application. The Council’s Advisors have reviewed the FVA and Supplementary Evidence and submission documents and considers that the development could support provision of some affordable housing and a full provision of s106 obligations. Differences of opinion have been expressed by the Council’s Advisors in respect of the Benchmark Land Value and the Residential Pricing Strategy (ie: the value of the residential accommodation).
- 8.5 The viability consultants acting for the applicant consider that the market has softened locally in the last few years due to a temporary oversupply of housing combined with some general nervousness about carrying out development with Brexit and worldwide Covid-19 pandemic being significant issues. Some evidence has been produced to demonstrate the conditions have changed and this has been reviewed by SBC officers and our advisors. In addition, the effect of the recent Covid-19 enforced lock-downs, restrictions on movement and reduced market activity also has an unknown effect on viability. As such, it is considered that given the current level of uncertainty in the housing and development market, that the residential pricing strategy adopted by the applicant should be accepted by the Council, notwithstanding the minor difference of opinion between the consultants acting on our behalf and the applicant. Our consultants have subsequently advised that this is an appropriate response in order to facilitate development and secure some affordable housing.
- 8.6 Notwithstanding the difference of opinions on the Benchmark Land Value (BLV), the applicant has agreed to make provision for 10% affordable housing within the development to be provided on-site. This provision was tested

against a full provision of s106 contributions (including increased sums for education and open space which now fully accord with the calculation methods in the Developer Guide) and by adopting BPS's lower valuation of the BLV and the applicant's residential pricings. The appraisal indicated that the development was found to be viable (with only a small insignificant deficit) subject to these provisions.

- 8.7 The applicant has previously highlighted that in their view significant costs are likely to exist on the redevelopment of the site due to the need for piled foundations and a requirement for under-croft parking. In addition, the impact of the reduced growth in land values has affected the viability position which has led to the submission of the viability assessment. Although these factors indicated a full policy compliant scheme cannot be delivered, the resulting appraisal indicated that 10% affordable could be provided with a full range of s106 obligations. The developer confirms they would be willing to implement the scheme subject to reserved matters approvals and has provided information about potential start dates.
- 8.8 It is important to note that the S106 Agreement would include a review mechanism on viability to 'clawback' any affordable housing contributions and review the viability position at a later date where different financial conditions could potentially exist. The proposals accord with Core Strategy Policy 4 and Part 2 of the Developer's Guide on Contributions and Affordable Housing (updated September 2017).
- 8.9 The delivery of housing, including much needed affordable housing, is also assigned significant weight in the social thread of sustainable development as set out in Paragraph 6 of the NPPF.
- 8.10 As such the principle of losing employment generating land and replacing it with residential remains acceptable to officers given the proposals would result in moderate social and economic gains which weigh in favour of the development.
- 8.11 It is also considered that the proposed on-site affordable housing provisions result in a betterment than the previous scheme (which secured circa £249,000) towards off-site delivery.

9.0 **Design and Impact on the Street Scene**

- 9.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.
- 9.2 The proposed building would be six storeys in height which is similar (in terms of scale and height) to the five storey block of flats at the adjoining Holyhead Mews. Illustrative elevations of Bath Road and Station Road facades have been submitted with the outline of the approved scheme plotted. The differences are considered minimal and therefore, the proposed scale and

height is considered to be acceptable. The appearance has not been finalised at this stage. It is considered that the materials could be selected to respond to those found in the locality, this has been conditioned. The scale of the building is considered to be satisfactory in townscape terms and would be compatible with the scale and height of Holyhead Mews to the west.

- 9.3 Indicative plans show that the proposal could be provided capable of respecting the building lines and could be of a high quality design. Noting the nature of the outline scheme does not deviate too much from the approved scheme, the proposed development, as revised, is considered to raise no significant design and street scene concerns and would comply with Core Policy 8 of the Core Strategy; Policy EN1 of The Adopted Local Plan for Slough; and the National Planning Policy Framework.

10.0 **Relationship With and Potential Impact on Neighbouring Properties**

- 10.1 The main area for consideration would be with respect to separation distances between neighbouring developments and resultant overlooking, overshadowing and over-dominance. These considerations are tempered against the outline nature of the proposals. However, "Scale" is a consideration to be dealt with at this stage (as it was for the previous application). Therefore whilst separation distances are not fixed herein, the potential for overshadowing and the creation of a sense of enclosure has been reconsidered at this stage.
- 10.2 The guidelines set out in The Slough Local Development Framework Residential Extensions Guidelines Supplementary Planning Document regarding generally acceptable separation distances within a residential context are considered to be of relevance.
- 10.3 The separation distances are shown on the indicative drawings. A separation distance of 12m is shown in relation to Holyhead Mews (to the west) due to an access road. This means that in order to meet the 15m primary elevation to gable separation distance, the scheme should ideally be inset by 3m. However, officers consider that the resulting distance is not going to pose an unreasonable constraint on a site that measures 62m wide. Notwithstanding this, there is no material difference between the current proposals and the previous approved scheme in terms of the building scale. In addition, the extent of impact on the adjoining neighbours is considered to be minimal given the facing windows serve hallways and secondary room windows in Holyhead Mews. The resultant amenity levels within would therefore not be significantly reduced as a result of the development. As such, it is considered a condition is not necessary at this stage to require the 3m set back. The previous officer report reached a similar conclusion on this point.
- 10.4 It is noted that in relation to the immediate facing dwellings (at Holyhead Mews and to 1-11 Station Road), no rear gardens will be overlooked as these areas comprise parking and service areas. Equally the windows on the rear elevations (of 1-11) will all face west which will not be affected by the development. The east facing windows in Holyhead mews appear to be to

communal hallways and secondary rooms. Combined with the modest separation distances, the resulting relationship between the adjoining buildings is sufficient to mean that there are no concerns raised as regarding impact of the proposals to the south or western elevations. The scheme steps down to two storeys along the rear boundary. This is considered to be sensitive to the domestic scale of the area to the north west and will reduce the visual impacts to the rear. The inclusion of the words “up to” on the application form give officers comfort that the scale can be reasonably fixed at this stage since the headline number of units can be tailored to the site constraints at the Reserved Matters stage. There are no significant issues to reconsider in terms of the revised scale and height of the development which is broadly similar to the previously consented scheme.

- 10.5 The indicative floorplans identify a communal amenity space at fifth floor level. This could be designed with appropriate screening to prevent direct overlooking of neighbouring properties and a condition is recommended to require a 1.7m screen to be submitted for approval.
- 10.6 In summary, no conflict is found with regards Core Policy 8 of The Core Strategy. The scheme is able to respect its location and surroundings and respect the amenities of adjoining occupiers.

11.0 **Amenity Space for Residents**

- 11.1 The illustrative layout suggests a small amenity area (of 218 sqm at fifth floor level) and a podium level courtyard area above the ground floor (car parking deck). The podium level courtyard would be enclosed by the development and so, subject to detailed design, a sufficient quality of communal amenity space could be provided here. The upper level terrace is sufficiently raised above the ground to ensure exposure to noise and air quality would be more limited than at lower levels. This indicates that there could be sufficient communal amenity spaces provided for within the development to off-set a shortfall of private terraces/balconies.
- 11.2 There are no details at this stage as regards the provision of the units and whether these provide scope for private amenity in the form of roof terraces or balconies. It is noted that the site is close to Bath Road and Station Road and this would make balconies on the front elevation problematic in terms of exposure to noise and air pollution. There is some scope on the rear elevations for limited balconies but no details are provided yet on how these could be laid out.
- 11.3 The plans indicate that there is scope to provide an inset amenity deck on the top floor at the Reserved Matters stage. The nearest public park is at Cippenham Recreation Ground which is close by the site to the east of Station Road. Off-site open space contributions at £300 per unit are sought via a section 106 legal agreement. A combination of the s106 provisions, communal amenity spaces and adequate design detail (within the reserved matters submissions) could ensure that the proposals adequately provide for external outdoor amenity provisions for the development.

- 11.4 It is considered that at the Reserved Matters stage the proposal could comply with Core Policy 8 of the Core Strategy, Policy H14 of The Adopted Local Plan for Slough and the National Planning Policy Framework.

12.0 Parking and Highway Safety

- 12.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 12.2 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 12.3 The existing building is located in a sustainable location and has a wide range of schools, transport, shops, employment etc open to prospective residents. For these reasons the site has been identified as being able to be reused for residential purposes.
- 12.4 The permitted residential development (ref: P/00442/014) had a reduced car parking ratio compared to local SBC standards of 0.83 spaces per dwelling, with the provision of 50 car parking spaces for 60 residential dwellings. The revised scheme is seeking to deliver 60 spaces for 75 units, at a similarly reduced parking ratio of 0.8 spaces per dwelling. This reflects the sustainability of the location, which would be highlighted further through the future site Travel Plan.
- 12.5 The Council's Highway consultee has raised no major objections to the level of parking although the ratios were queried. As with the previous application, no major concerns are raised as regards the reuse of the existing access. A number of comments were raised, and these are set out above, which can all be addressed in a future reserved matters submission.
- 12.6 Further information has been requested from the Highways Officer in connection with relocation of a wheelchair accessible car parking space, the EV Charger provisions, the cycle storage type and the need for adequate visibility splays. These requirements will all be conditioned. Further advice is recommended in terms of relocating the existing vehicle barrier (to the carriageway) and not site boundary). The barrier is not shown on the site plan. This is a detailed matter for the reserved matters to address.
- 12.7 It has been identified by the Highways Officers under the previous application that the following provisions should be secured for various works to the local highways network. These measures include a Traffic Regulation Order (£3,000); Real time Passenger Information Screens for 2 nearest bus stops (£15,000) a Car Club Contribution (£30,000); and a Traffic Impact contribution due to increased Trips / Movements (£36,777). These measures are considered to be required to mitigate the impacts of the current scheme along

with a Travel Plan to encourage sustainable travel and reduced car usage. The measures can be secured by way of s106 obligations. It is recommended that a planning condition would suffice in order to ensure residents would be restricted from obtaining car parking permits within a nearby Controlled Parking Zone (this was previously secured under a planning obligation).

- 12.8 Notwithstanding the need for additional conditions and planning obligations, it is considered that the development is acceptable in terms of traffic impact and car/cycle parking provisions to avoid severe impacts on the local highways network in accordance with Policies T2 and T8 of the Saved Local Plan (2004), Core Policy 7 of the Core Strategy (2006) (and Developer Guide 3) and National Planning Policy Framework (2019).

13.0 **Trees**

- 13.1 There are three trees on the site along the frontage. An Arboricultural impact assessment was submitted with the planning application. No trees are planned to be removed as a result of these proposals. The tree officer has been consulted but has not responded. Members will be updated as regards to any response, but officers are of the opinion that with the trees having been included in the proposals, the tree officer is unlikely to raise an objection, subject to conditions relating to tree protection measures. No objection to the previous application was submitted by the tree officer.

14.0 **Ecology**

- 14.1 The application was accompanied by a Phase 1 habitat survey. Being a commercial / office area, the site is of little ecological value. No bats or evidence of bats were found on part of the site, and consequently no further action or conditions are considered necessary.

15.0 **Surface Water Drainage and Flooding**

- 15.1 The site is within Flood Zone 1 and is less than 1 Ha in size. As such a flood risk assessment is not required to be submitted but formed part of the submission. This included a surface water drainage strategy.
- 15.2 The Lead Local Flood Authority advisor, Thames Water and Environment Agency have raised no objections to the proposals subject to appropriate conditions. There is no evidence to suggest that the site suffers from surface water or ground water issues that would not be capable of being dealt with at the reserved matters stage or by conditions.
- 15.3 As with the previous application, pre-commencement conditions requiring the submission of a pro-forma to the Council to include more details of the surface water drainage strategy have been added. Details such as the site's geology, any contamination on the site, new site levels and the location of sustainable drainage infrastructure (for example the location of underground storage tanks), demonstration that the SuDS hierarchy has been followed, existing and

proposed run-off, details of the ongoing management and maintenance of the SuDS infrastructure.

- 15.4 Therefore on this basis, there are not considered to be any surface water concerns that cannot be controlled by condition.

16.0 **Impact on Heritage Assets**

- 16.1 Opposite the site, on a traffic island to the south of the A4, is a Grade II listed milestone dating from the late 1700's.

- 16.2 Section 66 of the Planning and Listed Buildings Act, places a legal duty upon decision makers to have "*special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest*". This duty is reinforced in the Framework which states expectations of applicants to describe assets should be "*...proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance*". (Paragraph 132).

- 16.3 The Framework places equal weight on harm to the setting of a heritage asset as to the asset itself.

- 16.4 To this end, the setting of the milestone is considered to be a) small and b) In the same way that a Church's setting is its graveyard or a farm it's farmstead, the A4 road to which the milestone serves is considered to be its setting (and indeed original functional purpose).

- 16.5 Great weight is assigned by officers to the value of the heritage asset. In this instance, no change is found to the setting of the Milestone and by extension no harm is found to the asset itself arising from these proposals.

- 16.6 Consequently officers are satisfied that it's legal duties as regards The Act and attendant guidance (found in, inter alia, Chapter 12 of the Framework) have been discharged.

- 16.7 This matter is therefore given neutral weight in the decision making process since no harm has been identified but equally no heritage benefits arise from the proposals.

17.0 **Air Quality**

- 17.1 The site is not located within an 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.

- 17.2 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.
- 17.3 The scheme is considered to have a medium impact on air quality which could contribute to a worsening of air quality within the Tuns Lane AQMA. 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.
- 17.4 Given exposure could be an issue due to the close proximity to Bath Road and Station Road. Therefore, it is recommended that a £10,000 contribution towards the running, maintaining and servicing of the new air quality monitoring station at Windmill Nursing Home, Bath Road is secured in accordance with the AQMA Action Plan. This provision was secured under the previous application.
- 17.5 Based on the above, the proposal would satisfy Core Policy 8 of the Core Strategy and the National Planning Policy Framework.

18.0 **Section 106 Contributions**

- 18.1 Officers can confirm that the applicant has agreed to the principle of making contributions Transport, Air Quality, Education and Leisure/Open Space.
- 18.2 The applicant has agreed to provide the following financial contributions for the outline scheme:-
- Education - £177,625;
 - Leisure/Open Space- £300 per unit = £22,500 for 75 units;
 - Traffic Regulation Order - £3,000;
 - Transport – Real time Passenger Information Screens for 2 nearest bus stops - £15,000;
 - Transport - Car Club Contribution - £30,000;
 - Transport - Increased Trips / Movements - £36,777;
 - Air Quality - £10,000.
- 18.3 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 18.1-18.4 should be secured through a Section 106 Agreement before this planning permission is granted.

19.0 Presumption in Favour of Sustainable Development

- 19.1 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.
- 19.2 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 lack of provision of family housing. However, when considering the proposal would provide 75 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.

20.0 Summary

- 20.1 The proposal has been considered against relevant development plan policies and the NPPF, and regard has been had to the comments received, and all other relevant material considerations.
- 20.2 Having considered the relevant policies set out, the representations received from consultees and all other relevant material considerations, it is recommended that the application be approved subject to conditions and Section 106 Agreement.

PART C: RECOMMENDATION

21.0 Recommendation

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

A) For approval subject to:-

- 1) the satisfactory completion of a Section 106 Agreement to secure the provision of 10% affordable housing (on site provision) and financial contributions towards Transport, Air Quality, Education and Leisure/Open Spaces and the provision of Travel Plan as set out in this report, and
- 2) finalising conditions; and any other minor changes, or

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 1st September 2020 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

22.0 **PART D: CONDITIONS**

1. Reserved Matters

Details of the following reserved matters for the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development shall include:

- The layout of development;
- The appearance of the development; and
- Detailed landscaping strategy, including details of proposed maintenance or of alternative new planting.

REASON To ensure that the proposed development is satisfactory and to comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. Timing for Reserved Matters

Application for approval of all reserved matters referred to in Condition 1 above shall be submitted in writing to the Local Planning Authority no later than the expiration of three years from the date of this permission. The development hereby permitted must be begun not later than whichever is the later of the following dates and must be carried out in accordance with the reserved matters approved:

- i) the expiration of 5 years from the date of this permission: or
- ii) the expiration of two years from the final approval of the reserved matters referred to in Condition 1 above, or in the case of approval of different dates, the final approval of the last such matter to be approved.

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 92 (2) of the Town and Country Planning Act 1990.

3. Parameters for development

The scale of the building to come forward under a Reserved Matters application shall not exceed the parameters established in drawing FC919-2-03 Rev A (dated 20-06-2019) and shall not exceed a height of 19.55m above the ground level identified on this plan.

REASON: To prevent the final scheme being taller, bulkier and having more general impact than the scheme presented at outline noting that Scale is a matter to be determined and 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 Local Adopted Plan for Slough 2004, Core Policy 8 of the Core Strategy (2006) and National Planning Policy Framework (NPPF) 2019.

4. Approved Plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) Drawing No. FC919-0-01 Rev B (dated 10/06/2019) Site Plan
- (b) Drawing No. FC919-2-03 Rev A (dated 20-06-2019) Elevations

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.

5. Contaminated Land

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

- 1 A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site. (already discharged)

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: The geology under this site is the Shepperton Gravel Member (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) and at depth is the Chalk (Principal Aquifer). The site is within a total catchment area for a potable water supply abstracting from The Chalk. These aquifers need to be protected from any contamination that could potentially be mobilised during development of this site.

6. Contaminated land verification report

Prior to any part of the permitted development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON The geology under this site is the Shepperton Gravel Member (Principal Aquifer) over the Lambeth Group (Secondary A Aquifer) and at depth is the Chalk (Principal Aquifer). The site is within a total catchment area for a potable water supply abstracting from The Chalk. These aquifers need to be protected from any contamination that could potentially be mobilised during development of this site.

7. Surface water drainage

Development shall not commence until a full surface water drainage design including a layout and calculations has been submitted to and approved in writing by the Local Planning Authority and in consultation with Thames Water, the Lead Local Flood Authority, and the Environment Agency. The drainage design should include the existing site drainage scenario, the proposal for the site surface water drainage detailing the use of SuDS systems, together with any proposed connections to existing sewers.

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

REASON To prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of NPPF 2019

8. Samples of external materials

Samples of external materials to be used in the construction of the buildings, waste storage areas, cycle storage or other structures including the access road and related pathways within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to development other than demolition and ground works. 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 Policy EN1 of The Local Adopted Plan for Slough 2004.

9. Working Method Statement

No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the

construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

(vii) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition

(viii) Minimise the pollution potential of unavoidable waste;

(ix) Dispose of unavoidable waste in an environmentally acceptable manner;

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

10. Sustainable Design and Construction

No construction of the building above damp proof course level shall commence on site until a low or zero carbon energy scheme has been submitted to and been approved in writing by the local planning authority.

The scheme shall show how the design and construction of dwellings will achieve carbon emissions (all dwellings combined) at (15%) lower than all of the dwellings combined for total Target Emission Rate as calculated in accordance with the Building Regulations 2013 Part L and associated Approved Documents.

The scheme shall include (a) an energy statement listing the Target Emission Rate and dwelling emission rate for each Dwelling and calculations to show the combined figures for both; (b) descriptions of building fabric enhancements, building services enhancements or low or zero carbon energy generating equipment proposed to achieve a better than Building Regulation 2013 Part L carbon emissions requirement. Energy generation on site shall not be from biomass.

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

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

11. Piling

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

REASON The T & P Regeneration Ltd Phase 1 Desk Study states that a piled foundation solution may be required for this site. The contaminative status of this site needs to be established to avoid the use of deep penetrative foundations forming pathways for mobilisation of contaminants

12. Electrical Vehicle Charging

Prior to first occupation, details of 8no. electric vehicle charging bays with 8no. electric vehicle charging points and additional underground cabling to provide further charging points to be installed at a later date shall be submitted to and approved by the local planning authority.

No part of the development shall be occupied until the approved 8no. electric vehicle charging bays with 8no. electric vehicle charging points and additional underground cabling to provide further charging points to be installed at a later date have been fully installed and available for use. The 8no. electric vehicle charging points shall be maintained and retained in accordance with the approved details at all times in the future to be used as part of the parking provision of the development hereby approved.

Reason: In the interest of ensuring the provision of sustainable modes of transport for occupiers and users of the development and in accordance with policy 8 of the Core Strategy 2008, and the requirements of National Planning Policy Framework 2019.

13. External site lighting

Prior to development other than demolition and ground works a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

14. Cycle parking

Prior to the commencement of development other than demolition and ground works, details of the cycle parking provision for 75 cycles (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

15. Bin stores

Prior to development other than demolition and ground works, details of the proposed bin stores (to include siting, design, height external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

16. Crime Prevention

The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. These security measures shall be submitted to and approved in writing by the Local Planning Authority prior to development other than demolition and ground works. These security measures shall achieve the 'Secured by Design' accreditation awarded by Thames Valley Police. The development shall be carried out in accordance with the details approved.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in

The National Planning Policy Framework (2019).

17. Surface water drainage restriction

No infiltration of surface water drainage into the ground at 426-430 Bath Road, Slough SL1 6BB is permitted other than with the written consent of the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

REASON The geology underlying the site is the Shepperton Gravel Member (Principal Aquifer), Lambeth Group (Secondary A Aquifer) and at depth in the Chalk (Principal Aquifer). In order to protect these aquifers from mobilisation of contamination due to the use of soakaways, the contaminative status of this parcel of land needs to be known and to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the requirements of NPPF 2019

18. Wheelchair Accessible Parking Bay

Notwithstanding the information in the approved plans, the wheelchair accessible car parking space (identified as no.8 on the plans) shall be relocated to a space immediately adjacent to or opposite the residential access point/core. A detailed plan shall be submitted to and approved in writing prior to laying out of the car parking areas. No development shall be occupied until the wheelchair accessible car parking space has been provided in accordance with the approved plan.

REASON To ensure that the development provides car parking for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policies EN1 and T2 of The Adopted Local Plan for Slough 2004, Core Policies 3, 4 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Parts 3 and 4 and the National Planning Policy Framework (2019).

19. Delivery and Servicing Plan

Prior to first occupation of the development, a site servicing strategy or Delivery and Servicing Plan (DSP) for the development including vehicle tracking, for the relevant Development Plot shall be submitted to and approved in writing by the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, silent reversing methods/ location of drop-off bays and vehicle movement in respect of the development. The approved measures shall be implemented

and thereafter retained for the lifetime of the development

REASON: In order to ensure that satisfactory provision is made for deliveries, drop-offs and refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

20. Car Parking Permit 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).

21. Car Park Permit Restriction Scheme

The development hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to ensure that all occupiers of the residential units as labelled on approved plans listed in conditions 3 and 4 other than those with disabilities who are registered blue badge holders, have no entitlement to parking permits from the Council and to ensure that occupiers are informed, prior to occupation, of such restriction. The development shall not be occupied otherwise than in accordance with the approved scheme.

REASON: In order that the prospective occupiers of the new residential units are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and 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).

INFORMATIVE(S):

1. A section 106 agreement accompanies this outline planning permission.
2. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
3. 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. 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.
5. 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.
6. 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.
7. 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.
8. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
9. The 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. Prior to commencing works the applicant will need to enter into a Section

278 Agreement of the Highways Act 1980 / Minor Highway Works
Agreement with Slough Borough Council for the implementation of the
works in the highway works schedule.

11. 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 provide additional information in order to address those issues prior to determination. The applicant responded by submitting additional technical information and amending the application to propose on-site delivery of affordable housing which was considered to be acceptable.