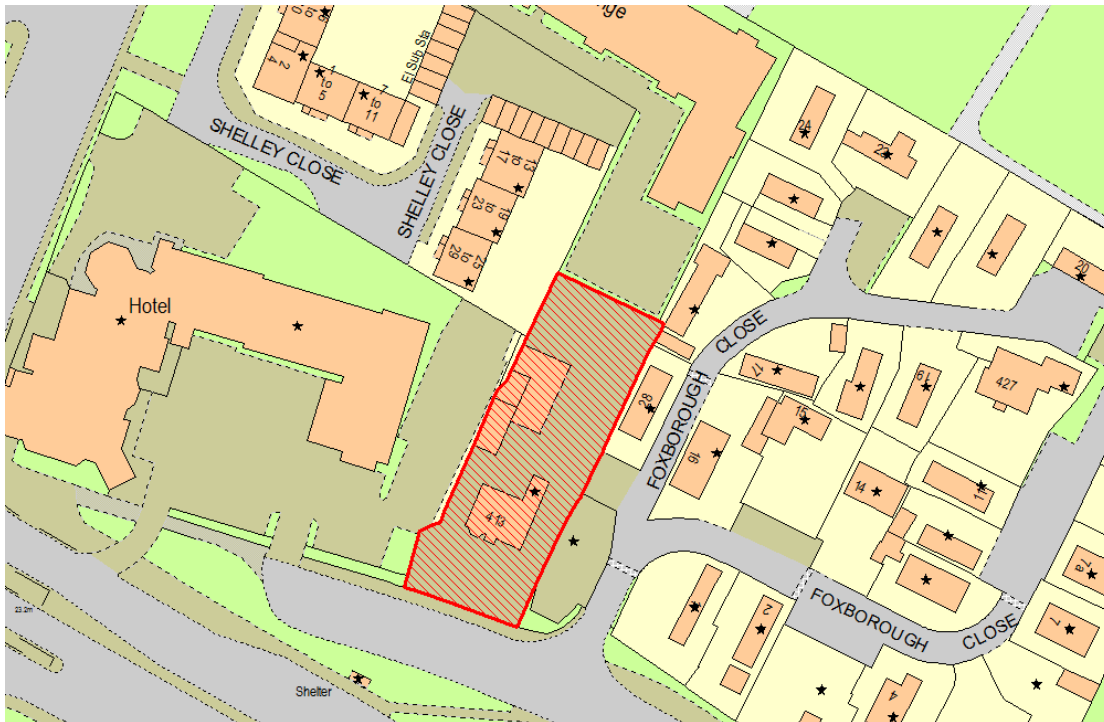


Registration Date:	03-Jul-2020	Application No:	P/00331/004
Officer:	Michael Scott	Ward:	Foxborough
Applicant:	Mapgro	Application Type:	Major
		Extension of Time:	31 Jan 2021
Agent:	Zyntax Chartered Architects, 8, Arborfield Close, Slough, SL1 2JW		
Location:	Austin Brothers, 413, London Road, Slough, SL3 8PS		
Proposal:	Construction of 14no. flats comprising 10no. 2-bedroom flats, 3no. 1-bedroom flats and 1no. studio flat with associated parking and amenity.		

Recommendation: Delegate to the Planning Manager for approval



SUPPLEMENTARY REPORT

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to: no substantive concerns are raised by the Local Lead Flood Authority; in order to finalise conditions and agree pre-commencement conditions; and any other minor changes
- 1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for a major development comprising more than 10 dwellings.

2.0 Introduction

- 2.1 At the meeting of the Planning Committee on 14th October 2020, Members deferred the determination of the application; so that, officers could hold further discussions with the applicant and their agent regarding their “parking concerns”.
- 2.2 Members expressed views on the proposed parking provision. Essentially these were that the scheme should meet the Council’s parking standards. This supplementary report considers the parking and transport matters. The previous report submitted to the Planning Committee in October 2020 is attached as Appendix which considered the other material planning considerations.
- 2.3 The applicant has responded with a revised form of development. They have introduced four additional parking spaces and confirmed that all of the new total of 18 spaces would be provided with electric vehicle charger facilities. This has been facilitated by reducing the footprint of the ground floor of each of the two proposed buildings in order to accommodate some undercroft parking. Accordingly, the scheme is now described as comprising “10no. 2-bedroom flats, 3no. 1-bedroom flats and 1no. studio flat”. There are only corresponding changes to appearance and no other changes to the substantive scheme.
- 2.4 Furthermore, the applicant’s have submitted a transport consultant’s report setting out their justification for the revised car parking provision, as well as, addressing issues raised by the Highway Authority regarding manoeuvrability within the site.

3.0 **Parking and highways**

3.1 Highways have reviewed the applicant's Transport Statement and made the following comments:

The planning application is for the development of 14 dwellings comprising:

- 10 2-bedroom apartments;
- 3 1-bedroom apartments; and
- 1 studio flat

18 parking spaces are proposed with the provision of 14 allocated parking spaces at a ratio of 1 allocated parking space per dwelling. It is proposed that four parking spaces would be provided for the use of visitors. 14 [sic – NOTE – all 18 spaces would have] Electric Vehicle Charging Points will be provided for the parking spaces allocated to dwellings in accordance with the requirements of Table 7 of the Slough Low Emissions Strategy (2018 – 2025).

SBC Highways and Transport Comments

Vehicular Access

The proposed crossover has been situated on the site's western boundary at the request of SBC to provide the best possible separation between the site access and the junction of Foxborough Close with the London Road service road. Drawing No. ITB16328-GA-001-Rev C displays visibility from the proposed site access, displaying 2.4m x 26.6m to the right of the proposed access and 2.4m x 43m to the left of the access. It is considered that this level of visibility is appropriate for this access when taking into account the location of the access and the likely speed of vehicles along this section of the London Road service road.

Layout

The Transport Statement provides vehicle tracking of each parking space on Drawing ITB16328-GA-00-Rev-A which demonstrates that large estate cars can ingress and egress the majority of parking spaces on the proposed site layout. However the tracking requires dry steering for the vehicle to access the majority of parking spaces and the tracking also demonstrates that an estate car cannot access Space 7 without overhanging the edge of the space as the space does not meet the minimum dimensions of 2.4m x 4.8m. SBC cannot accept a layout where dry steering is necessary to ingress/egress each parking space. The applicant benefits from an empty site and therefore the proposed parking layout should be designed to allow ease of maneuverability for vehicles.

Tracking has also been provided which demonstrates that a Fire Tender can safely ingress/egress the site in a forward gear.

Access by Sustainable Travel Modes

The site has an SBC PTAL rating of 1b which indicates a low level of public transport accessibility. PTAL ratings with Slough range from 1a in the areas with least access to public transport and a PTAL of 5 within the Town Centre area surrounding Slough Railway Station and the Bus Station. The site is located approximately 4,000m from Slough Town Centre and the main High Street.

Drainage

The submission included an assessment of the Sustainable Urban Drainage Scheme (SUDS) options produced by Drainage Consultant GeoSmart. The report identifies that a site investigation is required to investigate groundwater levels and formation thicknesses and to confirm infiltration rates, before it can be confirmed whether surface runoff can be drained on site or whether a connection to the public sewer network.

SBC require the completion of the Site Investigation before agreement of the drainage strategy.

It is recommended that final details of the drainage strategy are secured by condition if the site investigation cannot be completed prior to determination. No surface water from the development should drain onto the public highway.

Trip Generation and Traffic Impact

The Transport Statement for the proposed development has estimated the site's potential trip generation based on trip rates obtained from the TRICS database. The assessment concludes that the proposed development will generate 3 two-way trips during the A.M and P.M peak hours, which SBC consider an unrealistically low level of trip generation for a development in this location with at least 14 car parking spaces. The trip rates are not considered acceptable and are based on inappropriate survey data.

The applicant is required to revise the trip rates obtained for the site to ensure they are based on survey sites which are compatible with the site location for the proposed development and those sites have been selected based on the guidance contained within the TRICS Good Practice Guide (2021).

SBC request that the revised trip generation assessment is completed on the following basis:

- Consideration of survey sites in Edge of Town/Suburban Locations in close proximity to the Strategic Road Network, similar to the 413 London Road site;
- Removal of survey site: DS-03-C-02 – Burton Road, Derby. This TRICS survey was completed on a Saturday and the data is inappropriate for estimating the development site's trip generation for the peak hours on a weekday. The survey for this site recorded 0 two-way trips during the AM Peak Hour and 1 two-way trips during the PM Peak Hour. The inclusion of this data results in a lower average trip rate. As stated in Paragraph 11.5 of the TRICS Good Practice Guide, users should not mix weekday and weekend surveys together in a selected trip rate calculation, as this produces a "hybrid" profile which is not representative of any day.
- Removal of survey site: DS-03-C-03 - Caesar Street, Derby. This site has 16 parking spaces for 30 dwellings and a ratio of 0.533 parking spaces per dwelling. Therefore the vehicular trip rate per dwelling from this site is uncomparable with the proposed development at 413 London Road. The inclusion of this data results in a lower average trip rate.

The TS states in paragraph 5.2.2 that trip rates have been obtained on the basis that 100% of the development will comprise privately owned housing, '*when in reality there will be an element of affordable flats*' and therefore the trip rates provide an overly robust assessment. However Section 16 of the application forms states that all of the housing provided will be private, market housing. Therefore it is accurate for the assessment to be undertaken on the basis of 100% privately owned/rented dwellings, but the assessment cannot be considered overly robust for this reason.

Parking

The proposed development is required to provide a number of parking spaces compliant with the Slough Borough Council Parking Standards, as detailed in comments provided by SBC on 23rd October by email. The Slough Core Strategy (2008 – 2026) identifies that minimum parking standards should continue to be applied in existing residential areas, stating that: '*The minimum parking standards may continue to be applied to any small scale residential development that is allowed within the existing residential areas under the Spatial Strategy. This would take account of the expected levels of car ownership and recognize the importance of promoting good design in order to protect the character and amenities of the suburban areas*' – Paragraph 7.132. Therefore the SBC Parking Standards should be applied given the site is a small scale residential development in an existing residential area. The parking requirement for the proposed development is provided below in Table 1:

Table 1: Parking Requirement for 413 London Road

	Spaces Per Dwelling (Existing Residential Area)		Required Spaces (Allocated)	
	Car	Cycle	Car	Cycle
1 Bedroom Flat	1.5	1	6	4
2 Bedroom Flat	2.0	1	20	10
Total			26	14

Source: Slough Borough Council Developers Guide – Part 3: Highways and Transport.

As detailed above in Table 1, 26 parking spaces are required for the proposed development based on the SBC Parking Standards for an existing residential area with fully allocated parking. Allocated parking is considered most appropriate for this site to prevent the overspill of parked vehicles onto Foxborough Close or the London Road service road. The proposals are a shortfall of 12 spaces compared to the SBC Parking Standards

Alternatively, if a suitable communal parking layout can be proposed, 23 parking spaces will be required. The proposed 14 spaces still represent a shortfall of 9 spaces against the SBC Parking Standards. The TS highlights that the SBC parking standards will be applied flexibly for residential development in very accessible locations. However, the site cannot be considered highly accessible given it sits outside of the Town Centre and outside of Langley Village Centre. The site has a PTAL rating of 1b which indicates low public transport accessibility. Slough Town Centre has a PTAL rating of 5. In addition, the site is situated in close proximity to Junction 5 of the M4. From the M4, drivers can connect to several motorways including the M25, M40, A404M and M3. Therefore the site location makes the car the most attractive transport mode for journeys to destinations within the wider sub-region such as Reading, Newbury, Maidenhead, Basingstoke and West London, particularly given Highways England's Smart Motorway scheme will increase M4 capacity between junctions 3 and 12.

The submitted TS highlights journey times from Slough and Langley to key destinations, however the TS does not acknowledge time required for residents to travel from the site to the rail stations or frequency/waiting time of the rail and bus services. The close proximity of the M4 will therefore ensure the car is the most attractive travel mode for destinations outside of Slough.

Therefore SBC do not consider this a sustainable location suitable to support low levels of Car Ownership or parking provision below the

Slough Borough Council Parking Standards.

The TS prepared by i-Transport includes Car Ownership Data for flats within Foxborough Ward, which were recorded in the 2011 Census and this demonstrates that average car ownership within the ward is 0.78 cars per flat. This data cannot be accepted as justification for the proposed parking ratio because the TS does not detail if the data has been extracted based on tenure which is important given there is a relationship between disposable income, tenure and car ownership. The Car Ownership data for flats should be provided solely for privately rented/owned flats given the proposed flats will be entirely privately rented/owned.

In addition the proposed development site is situated within the south of the Foxborough Ward and accessibility differs across the Foxborough Ward with dwellings in the north located in closer proximity to Langley Station and the retail offering on Langley High Street. SBC request that the Car Ownership data for flats is instead provided for Slough 0013E where public transport accessibility and levels of car ownership are likely to better represent the site. SBC also request that data is provided for only privately rented/owned flats, given the application forms state that the flats will comprise entirely market housing with none of the flats let as social or affordable housing.

Servicing and Refuse Collection

The TS provides vehicle tracking which demonstrates that a delivery vehicle measuring 7.170m long can safely ingress and egress the site in a forward gear.

The TS also provides tracking which shows that the refuse vehicle would reverse into the site access to allow the vehicle to egress the site onto the London Road service road in a forward gear. It is assumed waste collection would then occur whilst the refuse vehicle waits within the site access.

Summary and Conclusions

Mindful of the above, I am satisfied that this proposal will have a detrimental affect on the operation of the local highway network. I would therefore recommend that the application be revised in accordance with my comments. If this cannot be achieved then this application should be refused for the reason(s) given:

Prematurity

The proposed development is premature until such time that the applicant has demonstrated that the application, if approved, will not be detrimental to the safe operation of the adjacent and wider highway network. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

Poor Layout

The layout as submitted is unacceptable and as such would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

Car Parking

The development fails to provide car parking in accordance with adopted Slough Borough Council standards and if permitted is likely to lead to additional on street car parking or to the obstruction of the access to the detriment of highway safety and convenience. The development is contrary to Slough Borough Council Local Plan Policy T2.

3.2 These observations were sent to the applicant who has responded to the matters raised; namely:

- Layout – Although most vehicles now have power steering, the tracking was demonstrated using dry-steering, which is appropriate as spaces are usually entered in a number of turns. As such, the agent disputes that dry steering is not acceptable. The diagrams use a large estate car, as it provides a robust assessment. The single space which did not meet the proper dimensions has been altered to comply on the revised site layout drawing.
- Accessibility – Foremost, the agent's dispute that accessibility should be assessed in terms of distance from Slough Town centre; as, they provided considerable data on the range of facilities within Langley, which is a designated District Centre, lies close-by and demonstrates that the site is a sustainable location. (i) The site is within 50m and 235m respectively of the east- and west-bound bus stops on the A4, which have nine bus services an hour. There are further bus stops on Langley High Street within 500 metres. (ii) They consider Langley rail station, with Crossrail services, to be an attractive draw, which would encourage future residents to make the additional effort to reach this station, or alternatively use a bus to Slough main railway station and avail themselves of the greater range of services there. (iii) Their response states "that 80% of journeys shorter than 1 mile are made of foot" (taken from 'Planning for Walking 2015 by Chartered Institution of Highways and Transportation); so, it identifies the considerable number of local facilities within reasonable walking (defined as upto 1600 metres). And adds those facilities within the average cycle distance (defined as upto 5200 metres) of the site. As such, they conclude the site is accessible for residents using sustainable modes of transport. (iv) The report sets out that 55% of the existing residents in the local area commute to Heathrow, Slough, Maidenhead, Windsor, Bracknell, Langley, Colnbrook, and Hounslow. So, the public transport accessibility of the site to those destinations

would represent a opportunity to utilise sustainable modes of transport for employment.

- Trip generation – They have recalibrated the trip generation using the parameters set by SBC Highways. They then concluded that the site would generate 6-7 trips per hour, which would have no material impact on the operation of the highway network.
- Parking provision – Further to their analysis of car ownership rates and SBC Highways comment of the tenure of the proposed development, they have revised their calculations and conclude that some 16 spaces would be required. As the revised scheme now provides 18 spaces, they set out that this would be sufficient. Furthermore, there is unrestricted kerb-side parking on the access road immediately adjacent the site, which can accommodate some six vehicles were overflow parking to be required occasionally.

3.3 The Highway Authority (HA) has been asked to respond and their final views are still awaited.

4.0 **Summary and Conclusion**

4.1 The revised scheme provides 18 car parking spaces for 14 units – a ratio of 1:1.3 Whereas the Council's car parking standards represent 1:1.8 for allocated parking and 1:1.6 for communal parking.

4.2 There are bus stops immediately close-by and within reasonable walking distance of the site, which offer direct services to a wide range of destinations, as well as links to rail services at Langley and Slough railway stations.

4.3 The internal site layout demonstrably functions. The tracking diagrams illustrate the functionality of the layout and it is not acceptable to dismiss the approach on the basis of dry steering. There are no concerns for fire/emergency vehicle using the layout.

4.4 Paragraph 109 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

4.5 As such, it is necessary to make the following points to address Highway's three reasons for refusal:

- (a) It is inappropriate to argue that the proposals are "premature", because the applicant has set out how the scheme does not impair the safe operation of the adjacent highway in their Transport Statement. It is for the Highway Authority to explain in

what manner the scheme would be detrimental to the users of the highway network.

- (b) There are no grounds for the HA to conclude that the layout is “unacceptable”. The applicant has demonstrated the layout is accessible for future residents, their visitors, and emergency services.
- (c) Whilst it is acknowledged that the proposals do not meet the Council’s parking standards, the applicant has sought to provide documentation to justify their parking proposals in relation to the factors relating to accessibility to local facilities and car ownership. They have sought to demonstrate that any overspill can be safely accommodated and argue that there would not be any obstruction of the access.

4.6 To date the Highway Authority have not identified an unacceptable impact on highway safety or a “severe” impact; so, refusal would not be warranted.

4.7 Furthermore, Paragraph 110 of the NPPF sets out that “within this context, applications for

- (a) give priority to pedestrian and cycle movements, both within the scheme, and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, ...
- (b) address the needs of people with disabilities and reduced mobility to all modes of transport
- (c) create places that are safe, secure and attractive
- (d) allow for efficient delivery of goods, and access by service and emergency vehicles; and,
- (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

4.8 The applicant has demonstrated the close proximity of the site to bus services and provided not only cycle facilities but also electric charging points to all 18 parking spaces. It is considered that the development would be safe, secure and attractive. The accommodation would have level access thresholds and lifts to each floor level to meet the needs of all persons.

4.9 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.

- 4.10 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 is a conflict with the Development Plan, namely the lack of full compliance with the Council's Parking Standards.
- 4.11 In coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing 14 new flats towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough and the re-use of a previously developed brownfield site. The Local Planning Authority considers therefore that any adverse impact of the development, arising from a shortfall in car parking provision with regard to the Council's Parking Standards, 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.
- 4.12 On balance, the application is recommended for approval, as it is considered that there are benefits from the formation of fourteen residential units in a sustainable location; so, it is suggested that planning permission should be granted in this case. The benefits of supplying fourteen extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

5.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

1. Commence within three years

The development hereby permitted shall be commenced within three years 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. Approved Plans

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

- (a) Undated drawing No. 12-19-02H, Recd On 27/11/2020
- (b) Undated drawing No. 12-19-03-1-D, Recd On 22/11/2020
- (c) Undated drawing No. 12-19-03-2-D, Recd On 22/11/2020
- (d) Undated drawing No. 12-19-04D, Recd On 22/11/2020
- (e) Undated drawing No. 12-19-05C, Recd On 28/07/2020
- (f) Undated drawing No. 12-19-06-1-D, Recd On 22/11/2020
- (g) Undated drawing No. 12-19-06-2-D, Recd On 22/11/2020
- (h) Undated drawing No. 12-19-07D, Recd On 22/11/2020

- (i) Undated drawing No. 12-19-08D, Recd On 22/11/2020
- (j) Undated drawing No. 12-19-09D, Recd On 22/11/2020
- (k) Undated drawing No. 12-19-13E, Recd On 27/11/2020
- (l) Site Solutions Combined report by Argyll Environmental ref. no. AEL-0016-LSC-960329, Dated Jan. 2019, Recd On 03/07/2020
- (m) SuDSmart Pro (GeoSmart Information) Report Ref: 72248R1, Dated 2019-10-30, Recd On 03/07/2020
- (n) Transport Statement by i-Transport ref: MC/GT/ITB16328-002, Dated 14th December 2020, Recd On 14/12/2020

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the amenity of the area, so as to comply with the Policies in the Development Plan.

3. New finishes to building works

Prior to the commencement of development, samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of the external envelope of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. New surface treatments

Prior to the commencement of the development hereby approved, the external materials to be used in the construction of the access and circulation roadways, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenity of the

locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

5. Tree Protection Measures

Measures to protect the adjacent trees in Shelley Close during the construction of the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and thereafter provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained as an amenity for the local area.

6. Drainage (SuDS)

No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, 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 development is completed. The scheme shall include:

- a. Full results of the proposed drainage system modelling for the 1 in 1, 1 in 30 and 1 in 100 storm events plus climate change , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep (if applicable);
- b. Further infiltration testing at formation level;
- c. Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe and manhole reference numbers;
- d. Full details of the proposed SuDS features and any flow control measures;
- e. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development

7. Phase 2 Intrusive Investigation Method Statement

The findings of the Phase 1 Desk Study having identified 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 C665 & C552 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

8. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Land Contamination: Risk Management (LCRM) 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

9. 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

10. Landscaping

Construction of the buildings above ground floor level shall not commence on site until details of an arboricultural method statement in conjunction with a detailed bee-friendly landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 6 of this planning permission.

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

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

11. Boundary Treatment

Construction of the buildings above ground floor level shall not commence on site until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates have been 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. Bins & Recycling facilities

Construction of the buildings above ground floor level shall not commence on site until details of the proposed bin store (to include siting, design and external materials) shall be submitted to for approval by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained for this purpose.

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

13. Privacy Screening

No part of the development hereby permitted shall be occupied until a scheme of privacy screening to the sides of the balconies to prevent conflicts of privacy within the proposed development has been submitted to and approved by the Local Planning Authority. The approved scheme shall be installed on site in accordance with the approved details prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual and neighbour amenity, and to ensure no overlooking into the neighbouring sites to help ensure that there 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, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements

of the National Planning Policy Framework 2019.

14. Crime Prevention

No development above ground floor slab shall commence until a secure access strategy and secure letter/parcel drop strategy in line with the principles of Secured by Design and in consultation with Thames Valley Police has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved policies) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2019.

15. Refuse collection strategy

Prior to first occupation of the development, a management strategy ('the strategy') to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

REASON: In the interests of visual amenity of the site and in the interests of highway safety and convenience in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 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).

16. Cycle storage

Prior to the first occupation of the development hereby permitted details of the cycle parking provision (including the location, the security measures of the facilities and cycle stand details) shall be submitted to for approval by the Local Planning Authority. The cycle parking shall be provided in accordance with these details and shall be retained for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

17. Car parking provision

The parking spaces and turning areas shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles on a communal basis.

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.

18. External Site Lighting

No part of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, 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 safeguarding the amenities of neighbouring properties and to ensure safer access and use of the shared cycle/pedestrian/motor vehicular areas throughout the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

19. Level Access

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the residential units and the external amenity/balconies and the main lobbies.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 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).

20. Obscured glazing

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), each of the windows on the flank elevations shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The window(s) shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

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

21. No new windows

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

REASON To minimise any loss of privacy to occupiers of adjoining residential properties and to ensure the visual character and appearance of the facades are preserved in accordance with Policies EN1 and H15 of The Adopted Local Plan for Slough 2004 and to ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual 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, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

INFORMATIVES:

1. In dealing with this application, the Local Planning Authority has

worked with the applicant in a positive and proactive manner through requesting amendments. 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.

2. Thames Water:

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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.

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

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

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed

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

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. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.