

Registration Date:	03-Jul-2020	Application No:	P/00331/004
Officer:	Michael Scott	Ward:	Foxborough
Applicant:	Mappgro Ltd	Application Type:	Major
		13 Week Date:	02 Oct 2020
Agent:	Zyntax Chartered Architects, 8, Arborfield Close, Slough, SL1 2JW		
Location:	413, London Road, Slough, SL3 8PS		
Proposal:	Construction of 14no. flats comprising 13no. 2 bedroom flats and 1no. studio flat with associated parking and amenity.		

Recommendation: Delegate to the Planning Manager



P/00331/004

1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and a local interested party, 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 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 **Proposal**

- 2.1 This is a full planning application for:
- Construction of two four-storey buildings – being three-storeys with roof level accommodation.
 - Provision of 14 residential units (seven units in each block).
 - Surface parking providing 14 communal spaces for the proposed residential units. Two of these spaces shall be provided with electric charging facilities.
 - The provision of cycle parking facilities for future residents and visitors.
 - Secure bin and recycling storage facilities.
 - Formation of a new vehicular access to the access road fronting the site leading to London Road.

3.0 **Application Site**

- 3.1 The site, which is now cleared, formerly comprised a detached two-storey property with surrounding yard and was used as the Langley Commercial Centre for light and heavy commercial vehicle sales. It is accessed from the service access road alongside the north side of London Road.

- 3.2 There is no particular undulation within the site but ground levels generally fall consistently from the rear (northern end) towards the front of the site facing London Road. A similar fall from north to south is observed on the adjacent sites; though, there is a difference in levels between the adjacent land at Foxborough Close, where ground levels are some 500mm. higher than the application site across the respective boundary.
- 3.3 To the west lies the Toby Carvery/Travelodge site where the main commercial buildings and the hotel accommodation are two-storeys in height. There is an area of surface level car parking between the nearest part of this complex of buildings and the boundary of the application site.
- 3.4 To the east lies Foxborough Close, an estate of low-rise detached properties in a low-density setting.
- 3.5 To the north-west lies a development of three-storey blocks of flats in Shelley Close with the Telephone Exchange to the rear on the northern boundary of the application site. The structures in each case are set well away from the common boundaries.
- 3.6 A line of tall and mature, deciduous trees lie along the boundary outside the application site within the control of the freeholder at Shelley Close.
- 3.7 To the south across the width of London Road (A4) lies the Marriot Hotel, which is a multi-storey hotel complex set in its own landscaped grounds.
- 3.8 For completeness, it should be noted: the site lies within an area outside of the Town Centre on the Proposals Plan; the site is not in a Conservation Area; there are no heritage assets in the vicinity; the location lies over 100 metres outside of the M4 corridor Air Quality Management zone; and, it does not lie in Flood Zone requiring a Flood Risk Assessment.

4.0 **Relevant Site History**

- 4.1 Whilst no relevant planning history has been identified for the site, it is noted that an application was received on 19th November 2019 for

Outline planning permission for residential development of 2no. 3 and half storey buildings accommodating 17no. residential flats - comprising 12no. 2 bedroom flats, 4no. 1 bedroom flats and a studio flat with associated car parking spaces for 17 cars, secure storage for 17 cycles and bin store and was registered under SBC ref: P/00331/003. However, that application was withdrawn without a formal determination.

- 4.2 Following officer's comments and concerns with the proposals set out in P/00331/003, the application was withdrawn prior to a formal determination. The applicant's agent then submitted a Pre-application submission for comments.
- 4.3 The Pre-application scheme sought advice on a reduced set of proposals comprising 14 units based on two similar blocks in a revised site layout. Those proposals were the basis of the original form of this current application.
- 4.4 That advice confirmed that the principle of a loss of an employment generating use on the site would be acceptable and that the introduction of flatted residential blocks would be appropriate.

5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 three site notices were displayed - on the fencing on the site frontage on London Road, at the entrance to Foxborough Close and on a lamppost in Shelley Close - on 13/07/2020. The application was advertised as a major application in the 04/09/2020 edition of The Slough Express.

6.0 **Consultations**

- 6.1 Local Highway Authority:

Access

The existing access to the site is a crossover, rather than a bellmouth junction. The crossover and junction of Foxborough Close are approximately 1 metre apart, from the end of the dropped kerb to the give-way line for the junction of Foxborough Close.

The existing access appears to benefit from good visibility in both directions and good forward visibility of oncoming traffic for vehicles turning right into the site. However, visibility from the existing crossover can be blocked by vehicles turning out of or into Foxborough Close.

The existing crossover is not compliant with the SBC Vehicular Crossing Guidance. This guidance sets out that crossings at junctions are usually refused as they can potentially cause obstruction to motorists' line of sight and that a vehicular crossing is not allowed within 5 metres of a junction.

Therefore the applicant is required to situate the access on the western boundary of the site frontage to ensure suitable distance from the junction with Foxborough Close and that the two junctions do not interfere with the visibility from either.

A review of publicly available collision data (<https://www.crashmap.co.uk/Search>) indicates that there is no existing accident problem on the service road which would be exacerbated by the increased vehicle numbers.

Drainage

The applicant is required to provide details of surface water disposal from the access and car parking area. No surface water from the development should drain onto the public highway.

Trip Generation

No assessment has been provided of the site's trip generation potential. However the potential vehicular trip generation of the site has been assessed by SBC Highways and Transport is not considered a concern given the small scale of development.

Access by Sustainable Travel Modes

The site is situated approximately 50m and 225m from bus stops on the A4 which are served by the No. 4, No. 81, No. 702 and No. 703 bus services which provide services to Slough Town Centre, Bracknell and Maidenhead. The site is situated approximately 1.3km walk from the shopping facilities on Langley High Street. The site is situated approximately 1.0km from Foxborough Primary School and approximately 400m from Holy Family Catholic School.

Parking

14 car parking spaces are proposed which is equivalent to the provision of one space per dwelling. Where all spaces are assigned/allocated, the SBC Parking Standards require the provision of 0.5 visitor spaces per dwelling. 8 visitor parking spaces would be

required by the parking standards.

The applicant is required to confirm whether parking spaces will be allocated or unallocated and to detail where visitor parking will be provided for the development.

The applicant is required to provide swept path analysis which demonstrates a large car (5.1m long to DB32 Specification) can ingress and egress each parking space and has sufficient turning space to ingress and egress the site in a forward gear.

The applicant is required to confirm whether Electric Vehicle Parking will be provided in accordance with the Slough Low Emissions Strategy (2018 – 2025).

Cycle Parking

Two secure cycle store are displayed on the proposed site plan which contains parking for 16 bicycles. The applicant is required to clarify whether visitor cycle parking will be provided in addition in the form of Sheffield stands outside the development. The SBC Developers Guide – Part 3 – Highways and Transport requires that cycle spaces for visitors are needed for blocks of flats of 10 or more units.

Servicing and Deliveries

It is proposed that waste collection will take place directly from the service road from London Road, with the bin store provided at the front western boundary of the site with access for residents from the parking forecourt. 6 x 1100L Euro bins can be accommodated within the enclosure.

It would appear the distance between the rear block and the bin collection store exceeds the maximum carry distances required by the SBC guidance for Refuse and Recycling Storage for new Dwellings (November 2018).

The SBC guidance requires that the bin storage area should be located not more than 30m from the dwelling that it serves and the distance between where a wheeled bin is sited and the nearest practicable position at which the collection vehicle can stop must not exceed 10m for bulk bins such as 1100L euro bins.

Therefore the applicant is required to amend the proposed site plan to ensure that the distance between the proposed bin store and proposed dwellings is compliant with the guidance.

Summary and Conclusions

Mindful of the above significant amendments are required before this

application could be supported. If the applicant considers that they can address the comments that have been made then I would be pleased to consider additional information supplied. Alternatively, should you wish to determine this application as submitted then I would recommend that planning permission be refused for the reason(s) given.

NOTE: The applicant submitted revisions in response to these matters. Highways final comments will be reported on the Amendment Sheet.

6.2 Thames Water:

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 and set out various matters, which are included under Informatives

6.3 Lead Local Flood Authority

No comments received. Any comments received will be reported on the Amendment Sheet.

6.4 SBC Scientific Officer

The report is a brief summary of the main potentially contaminative uses at the site. Based on the most recent use of the site as a vehicle sales yard, the report recommends further intrusive ground investigation, in order to safeguard the more sensitive proposed human health receptor.

Based on the above, I recommend the Conditions [as set out in 23.0 below] are placed on the Decision Notice

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework and National Planning Policy Guidance:

Section 2: Achieving sustainable development

Section 5: Delivering a sufficient supply of homes

Section 8: Promoting healthy communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

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

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

Core Policy 1 – Spatial Strategy
Core Policy 3 – Housing Distribution
Core Policy 4 – Type of Housing
Core Policy 7 - Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural, built and historic environment
Core Policy 10 – Infrastructure
Core Policy 11 - Social cohesiveness
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
H9 – Comprehensive Planning
H11 – Change of Use to Residential
H13 – Backland/Infill Development
H14 – Amenity Space
T2 – Parking Restraint
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

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

Slough Local Development Plan and the NPPF

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

The National Planning Policy Framework 2019 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore,

when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the National Planning Policy Framework 2019 and refined in case law. The 'tilted balance' as set out in the NPPF paragraph 11 requires local planning authorities to apply the presumption in favour of sustainable development (in applications which relate to the supply of housing) unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Housing mix
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Flooding & Drainage
- Trees & Landscaping
- Land contamination
- S.106 Contributions

8.0 **Principle of development**

8.1 The current proposals entail the change of use of a site formerly in an employment generating use to provide residential accommodation.

8.2 The National Planning Policy Framework 2019 encourages the effective and efficient use of land. These proposals involve the replacement of a redundant use and the formation of new residential accommodation. As such, the proposals comply with the overall thrust of the NPPF.

8.3 The loss of the former employment generating use, as a vehicle sales and repair business, in this case does not raise any policy issues, as the scale and location of the employment generated was not significant or related to a designated Existing Business Area.

8.4 Core Policies 1 and 4 which seek high-density, non-family type housing

to be located in the Town Centre. In the urban areas outside of the town centre, new residential development is expected to be predominantly family housing. The application site lies outside of the Town Centre in a sustainable location and thus there is a presumption in favour of family housing.

- 8.5 Whilst the site is located outside of the Town Centre, it is considered that flatted accommodation is more appropriate in this case, as it reflects the existing flatted residential mix in the wider area comprising Shelley Close, Quantock Close, Cheviot Road and Grampian Way – with the exception being the specific case of the low density homes in Foxborough Close.
- 8.6 Both the National Planning Policy Framework and the Local Development Plan seek a wide choice of high-quality homes which should be considered in the context of the presumption in favour of sustainable development. The site is considered to be located in a sustainable location as it benefits from access to public transport, education, retail, leisure, employment and community facilities.
- 8.7 Paragraph 8 of the NPPF sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.
- 8.8 Paragraph 9 of the NPPF stresses that sustainable solutions should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 8.9 In Core Policy 1 the Council seeks a scale and density of development that will be related to a site's current or proposed accessibility, character and surroundings.
- 8.10 In Core Policy 8 the Council seeks all development to be sustainable, of high-quality design that respects its location and surroundings, in that it should respect the amenities of adjoining occupiers and reflect the street scene and local distinctiveness of the area.
- 8.11 Accordingly, in Core Policy 9 the Council states development will not be permitted where it does not respect the character and distinctiveness of existing townscapes. The impact of the current proposals is considered in section 10.0 below.
- 8.12 As a scheme that entails an infilling of the street scene, attention must be paid to each limb of Policy H13, of which criteria (a), (b), (c), (d) and (f) are relevant. In summary, the issues turn on the scale of any infilling development.
- 8.13 Having regard to the National Planning Policy Framework 2019 and the

Local Development Plan, there are no objections to the principle of flatted residential development on this site.

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

9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1, EN2 and H13.

9.2 As described above, the local area is a somewhat eclectic mix of built forms. The restaurant and motel complex adjacent to the west has a large footprint and is generally of two-stories in height; albeit these are of commercial rather than domestic proportions. Immediately opposite at the junction of Langley High Street and London Road lies the twelve-storey flatted block at Poplar House. The flatted blocks in Shelley Close adjacent to the application site are three-storeys with a high pitched roof and the Telephone Exchange has a large linear footprint and an overall two-storey but non-residential scale. Whilst Foxborough Close is low-rise, the flatted blocks in Grampian Way, which form a significant part of the street scene on London Road to the east, are three-storeys with pitched roofs. On the south side, across the extensive width of the London Road in this location, lies the part three/part four storey bulk of the Marriot Hotel.

9.3 The proposals would be not out-of-keeping with the general massing and scale of the area; albeit of a fresh and different form from any of the existing forms of development in this area. Most importantly in the overall street scene of the north side of London Road in this locality, these proposals would not be prominent or harmful to visual amenity. The three-storey façade of the new blocks would reflect the scale of the three-storey blocks in Grampian Way to the east. Whilst the third floor accommodation would be raked back to avoid the new buildings seeming to be more dominant.

9.4 The local area features a range of building finishes, type of materials and styles of design. All of the existing stock of buildings are 20th century in origin, with most being post-1945. There are mainly brick finishes; though Poplar House and Foxborough Close are not.

9.5 The proposals are for a contemporary design using a palette of materials – a buff facing brick, zinc horizontal cladding with stone coloured render panels on elevations and vertical cladding at roof level, and grey uPVC fenestration and fittings – which would provide a crisp

finish to the proposed buildings and reflect the local brick vernacular character whilst offering a contrast in detailed appearance.

- 9.6 The site would be laid out with soft and hard landscaping to ensure the scheme would complement the general feel and visual amenities of the locality.
- 9.7 The proposals entail railings to the London Road frontage, which would offer views of the scheme and the site, as well as avoid any concerns for inter-visibility between vehicles and pedestrians at the new access.
- 9.8 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area. The proposals therefore comply with Core Policy 9 of the Core Strategy and the requirement of the National Planning Policy Framework, as such the scheme is considered to therefore comply with Policies EN1, EN2 and H13 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

10.0 **Impact on amenity of neighbouring occupiers**

- 10.1 The National Planning Policy Framework 2019 encourages new developments to be of a high-quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.
- 10.2 The proposals, as more fully described above, entail two blocks of four-storey accommodation – one to the rear of the other – so that the western flanks are adjacent to the side boundary with the Toby Carvery complex and access road and parking areas of the Shelley Close flats, with a line of trees within that site on this boundary.
- 10.3 The western flank would have a number of window openings. At ground, first and second floor levels these would each be a secondary window to light the sink area of the open plan kitchen part of the living rooms in those units. At third floor level these would be secondary windows, to a bedroom and the living room of the top floor flat. In all cases, these would be conditioned to ensure no overlooking of the neighbouring site for the benefit of existing occupiers and any potential impact should these sites be redeveloped. As there would be balconies to the flats, these would be conditioned to ensure screening on the

west side for the same reason.

- 10.4 There would be flank wall openings on the eastern elevation to provide lighting to the stair and circulation areas within the two blocks. Given the purpose and degree of distance from the boundary with Foxborough Close, it side is considered these opening would not require obscured glazing.
- 10.5 The siting of the two blocks would be close to the western and northern boundaries of the site. In each case the neighbouring sites are laid out as parking and landscaped areas.
- 10.6 The nearest block in Shelley Close lies some 13 metres for the common boundary and there is a line of trees within that site; so, given the siting of the rear block of the two at the application site, there would be an overall degree of separation of some 15 metres. Therefore, it is considered, the proposals would not be overbearing or obtrusive on the outlook for the occupiers of those existing flats.
- 10.7 There would be a significant degree of separation – some nine metres - between the proposed two blocks at the application site and the two lower scale homes in Foxborough Close on the eastern edge of the site. Furthermore, it is noted that there is a high – some two-metre high - close boarded fence on the boundary, immediately at the rear of this pair of Foxborough Close properties; so, their rear facing views are restricted but each benefits from having dual aspect. Therefore, it is considered, the proposals would not be overbearing or obtrusive on the amenities of the occupiers of those existing dwellings.
- 10.8 In conclusion, it is considered that there would be no adverse harm for neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2019.

11.0 **Mix of housing**

- 11.1 The National Planning Policy Framework seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective C and Core Policy 4.
- 11.2 The proposals would provide a mix of one one bedroom “studio” and 13no. two-bedroom flats. Given the location of the site and its particular

site circumstances, it is considered that the mix would be appropriate and thus acceptable.

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

12.1 The National Planning Policy Framework 2019 encourages new developments to be of a high-quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

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

12.3 In terms of the levels of daylight, aspect, and outlook, it is considered that each unit has satisfactorily levels of amenity. Each flat has its primary windows either facing north or south, while some have secondary windows on the flank, where those facing west would be obscured. There is a distance of over 15 metres between the two blocks; so, it is considered that there would be no loss of privacy for the occupiers of either block and no overbearing of the one building upon the others amenities.

12.4 Each block would be provided with a lift and an independent access from an entrance on the east side of the new building. A condition requires level access at the threshold of the block.

12.5 Each of the residential units would have some private amenity space – either a balcony, roof terrace or at ground floor level, a patio adjacent to the living accommodation. Additionally, the site lies within 750m. of Kederminster Park.

12.6 Based on the above, on balance, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H11 of the Adopted Local Plan.

13.0 **Crime Prevention**

13.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed; so, as to reduce the potential for criminal activity and anti-social behaviour.

13.2 As stated above, each block would have its own access. Each access would have a good level of natural surveillance within the public realm. A condition requiring details of the measures to be incorporated to reduce and prevent criminal activity is set out below.

13.3 There would be a separate secure cycle storage facility to serve each block.

14.0 **Highways and Parking**

14.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians and where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework states that '*Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

14.2 The proposed access has been changed to accord to the original concerns expressed by Highways. As such, access would be taken on the western side of the frontage to ensure the greatest degree of separation from the access to Foxboruogh Close. The details of boundary treatment are reserved by condition; though the application shows visibility can be created on the basis of low level means of enclosure.

14.3 A drainage channel has been shown in more detailed drawings to demonstrate no discharge of rain water from the site on to the public highway.

14.4 It is noted that the scale of the scheme would lead to a low level of traffic generation. A comparison with the level of traffic generated by the former use of the site does not raise concerns.

14.5 It is noted that there are various bus services with a wide range of destinations within the immediate and close vicinity of the site. As such, it is considered that the site is in a sustainable location.

14.6 The application has been clarified to satisfy the requirement for an

unallocated on-site parking regime and that car parking spaces are each able to be easily accessed, with swept path diagrams showing the manoeuvring for each and wider spaces adjacent to fences and walls. Furthermore, this is to be conditioned to ensure the availability of the electric charging spaces. Any overspill visitor parking would be readily accommodated in the access road to the front of the site, where there are no restrictions on the kerb side parking areas.

- 14.7 Subject to a condition to ensure the security of the proposed facilities to serve the future occupiers and visitors to the proposed development, cycle parking would be provided in accordance with the Council's standards.
- 14.8 The proposals entail two bin and recycling areas. As one of these is provided beyond the requisite distance laid out by Highways for collections services, there shall need to be a Management Strategy required by a condition to cover the arrangements on site to ensure collection services are satisfactory.
- 14.9 Based on the above, and subject to the conditions set out below, it is considered that the proposals would not lead to severe harm to highways users and thus are considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

15.0 **Flooding & Drainage**

- 15.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 15.2 According to the EA flood maps, the site is located in Flood Zone 1. It is at low risk of tidal, fluvial, groundwater flooding, surface water flooding and flooding from artificial sources. As the site is located in Flood Zone 1, the proposals do not require a Flood Risk Assessment.
- 15.3 Changes in government legislation from April 2015, require major developments to provide measures that will form a Sustainable Drainage System. Sustainable Drainage Systems (SuDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site

cannot lead to an increase from that existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off.

15.4 Submission documentation setting out the applicant's drainage strategy has been forwarded to the Council's consultants, Hampshire CC, who act as the Local Lead Flood Authority. A condition is set out below to ensure the scheme meets with appropriate standards. Any update will be provided on the Amendment Sheet.

16.0 **Trees & Landscaping**

16.1 The scheme entails two new residential blocks set in hard and soft landscaping, which would provide communal areas and some private amenity space for the ground floor units. There would be limited scope but some trees could be provided, subject to careful consideration of the specific spacing and choice of species. Overall, it is considered that the scheme would enhance the visual amenity of the area.

16.2 Details of planting and boundary treatments, as well as, the measures to protect the health of the existing trees adjacent to the site, shall be subject to conditions.

17.0 **Land Contamination**

17.1 The submission documentation identified that the site has potentially been contaminated by the historic land uses. As such, the SBC Scientific Officer has recommended conditions requiring appropriate intrusive investigation and subsequent mitigation to ensure no harm to future occupiers.

18.0 **Air Quality**

18.1 The application site is not situated within an Air Quality Management

Area (AQMA). Therefore, there will not be an unacceptable exposure to air pollution for future occupiers of the development or the users of the surrounding facilities. In the interest of not worsening air quality problems in other parts of the town it will be important, if the proposal is approved, to minimise emissions from travel demand through encouraging non-car modes of travel, which would be enhanced by the scheme's compliance with the Council's requirements for cycle storage facilities and infrastructure for Electric Vehicles.

- 18.2 Electric charging points have been sought in accordance with the Local Environmental Strategy, which seeks to mitigate air quality concerns from additional traffic and parking, it must be noted that the developer shall be required to include two charging points. The Low Emission Strategy does not form part of the Local Development Plan, the presumption in favour of sustainable development within the National Planning Policy Framework applies. Here it is considered that the any potential harm from the proposals would not result in any harmful impacts that would significantly and demonstrably outweigh the benefits of the scheme, when assessed against the Policies in National Planning Policy Framework taken as a whole.

19.0 **s.106 Contributions**

- 19.1 The proposals entail the introduction of 14 new dwellings. As such, the scheme does not trigger either affordable housing or an educational contribution under the Council's policies.

20.0 **Conclusion relating to Planning Balance**

- 20.1 In the application of the appropriate balance, 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.

21.0 **Equalities Considerations**

- 21.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority

has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (e.g.: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). In particular, regard has been had with regards to the need to meet these three tests:

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

21.2 The proposal would be required to meet with Part M of the Building Regulations in relation to space standards and occupation by those needing wheelchair access. Furthermore, a condition is set out to ensure level thresholds at the entrance to each block.

21.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures under other legislation covering environmental health should be exercised as and when required.

21.4 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

22.0 **PART C: RECOMMENDATION**

22.1 Having considered the relevant policies set out below, and comments that have been received from consultees and a local interested party, 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.

23.0 **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. 12-19-01C, Recd On 28/07/2020
- (b) Undated drawing No. 12-19-02D, Recd On 14/09/2020
- (c) Undated drawing No. 12-19-03C, Recd On 28/07/2020
- (d) Undated drawing No. 12-19-04C, Recd On 28/07/2020
- (e) Undated drawing No. 12-19-05C, Recd On 28/07/2020
- (f) Undated drawing No. 12-19-06C, Recd On 28/07/2020
- (g) Undated drawing No. 12-19-07C, Recd On 28/07/2020
- (h) Undated drawing No. 12-19-08C, Recd On 28/07/2020
- (i) Undated drawing No. 12-19-09C, Recd On 28/07/2020
- (j) Undated drawing No. 12-19-10B, Recd On 22/08/2020
- (k) Undated drawing No. 12-19-11, Recd On 23/09/2020
- (l) Undated drawing No. 12-19-13, Recd On 29/09/2020
- (m) Site Solutions Combined report by Argyll Environmental ref. no. AEL-0016-LSC-960329, Dated Jan. 2019, Recd On 03/07/2020
- (n) SuDSmart Pro (GeoSmart Information) Report Ref: 72248R1, Dated 2019-10-30, Recd On 03/07/2020

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 polices) 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. Cycles 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. Car Park Management Plan

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

- a) To ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.

- b) To ensure spaces are not permanently linked to dwellings.
- c) Stating how two electric vehicle charging point spaces will be made available to residents with plug-in vehicles.
- d) How use of charging point spaces by non plug-in vehicles will be restricted.

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

REASON to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

19. 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.

20. 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).

21. 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.

22. 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.

INFORMATIVE(S):

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 would preserve and/or enhance the character and appearance of a conservation area; so 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.