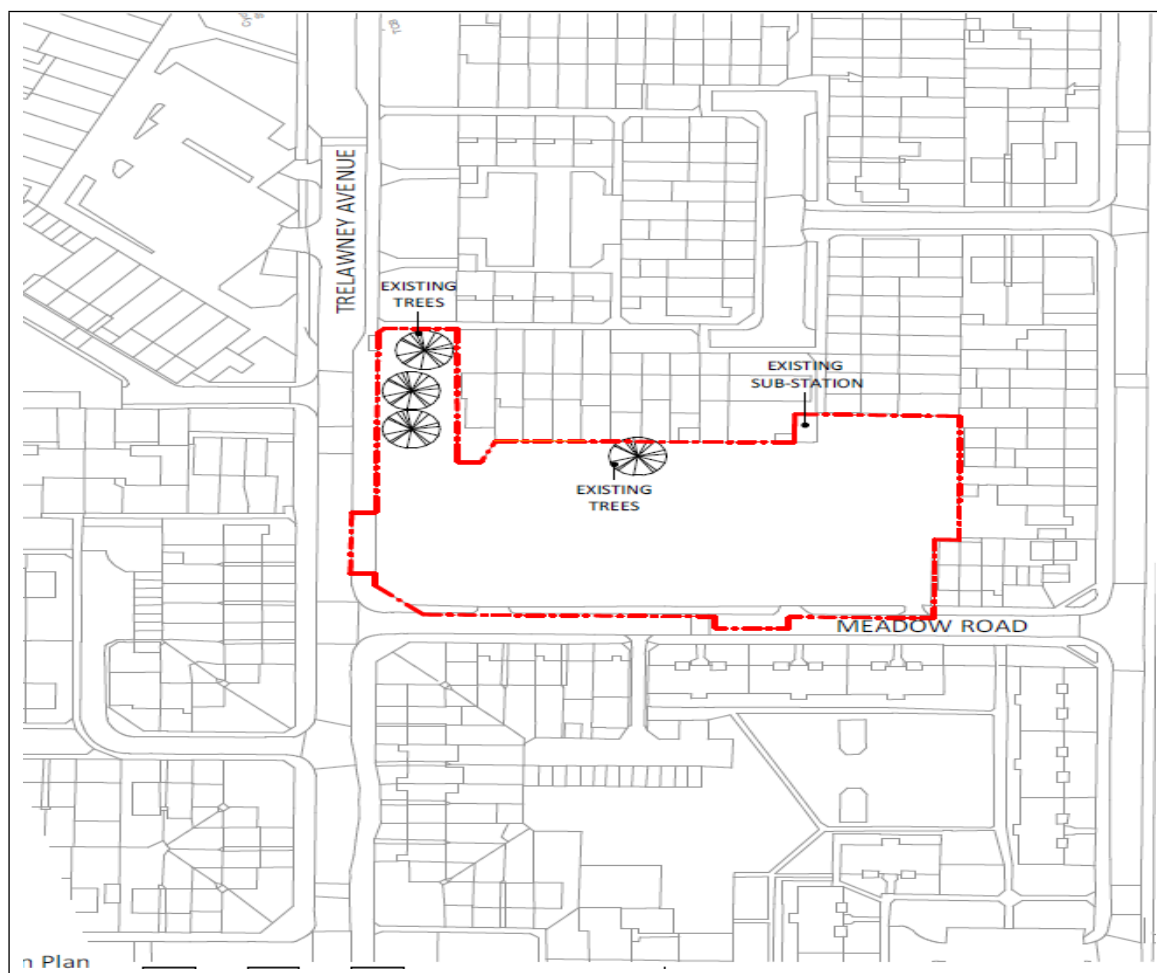


Registration Date:	09-Nov-2020	Application No:	S/00745/000
Officer:	Alex Harrison	Ward:	Langley Kedermister
Applicant:	Slough Borough Council	Application Type:	Major
		13 Week Date:	8 February 2021
Agent:	Ben Thomas, Savills Savills, 33 Margaret Street, London, W1G 0JD		
Location:	Land to the south of Trelawney Avenue and to the east of Meadow Road, Slough		
Proposal:	Construction a mixed use development including a community hub, comprising council offices (use class E), library (use class F.1), community space (use class F.1) 4 residential units (use class C3) and 20 Sheltered Housing units (use class C2), parking and landscaping works		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for Approval subject to finalising conditions and any other minor changes subject to the following:

- Outstanding drainage issues are addressed.
- Completion of a Unilateral Undertaking to secure affordable housing and highways works.

1.2 The proposal comprises a major planning application, therefore the development is required to be determined by Slough Borough Council Planning Committee.

PART A: BACKGROUND

2.0 **Proposal**

2.1 The application proposal seeks full planning permission to redevelop the site to provide two separate buildings:

- Building A is located at the northern part of the site with a principal frontage onto Trelawney Avenue. The building will provide a community hub on the ground and first floors and 4no affordable housing apartments on the third floor.
- Building B is located at the western boundary onto Meadow road and will provide 20no sheltered accommodation apartments.

The development also includes the provision of a car park with 70 spaces, provision for 20 private and 6 visitor cycle parking spaces, amenity landscaping and a new substation.

2.2 In greater detail, Building A will provide a community hub that comprises a community hall, library, consultation rooms, office space and a café. Floorspace for each, as clarified by the agent, is broken down as follows:

Community floorspace – 651sqm
Office space – 555sqm

Part of the second floor will be used to provide 4no flats which will comprise affordable housing units. The mix of units will comprise 1no 1-bed flat and 3no 2-bed flats. Each unit will have its own private integral terrace area.

The building will be a brick faced structure which is three storeys in height and with seam metal finished pitched roofs. The principal entrance to the

community uses will be off Trelawney Avenue with a secondary entrance provided on the southern elevation off the car park. The entrance core for the residential units would be accessed separately on the southern elevation. The community and office uses are provided with 43 parking spaces and the flats will have 6 allocated spaces. The car park area will not be available for public parking and will be gated.

- 2.3 The application states that the community hub will provide a range of services to the residents of the area, including a Library, café, community space, health and wellbeing rooms and back-office working space for Council Staff in support of Council services. The community space is located on the ground floor and would be available for the public with the space being available for a range of uses including exercise classes, community group meetings and private hire. The proposed office spaces is intended for SBC staff and it is intended approximately 40 desk spaces would be available. The library is proposed as a replacement facility for the existing.
- 2.4 Building B is a 2 storey building that fronts Meadow Road and provides 20no sheltered accommodation apartments. Each apartment has its own private balcony or terrace and the building includes a communal roof terrace for residents as well. Additionally, some outdoor communal amenity space is provided adjacent to the building. 21 parking spaces are allocated for this proposed use.
- 2.5 The accommodation proposed in Building B will be available to Slough Borough Council tenants and is a form of specialized supported housing which is defined as:

“specialised supported housing” means supported housing —

(a) which is designed, structurally altered, refurbished or designated for occupation by, and made available to, residents who require specialised services or support in order to enable them to live, or to adjust to living, independently within the community”

Allocations would be managed by the Council’s Adult Social Care dept.

- 2.6 The accommodation is designed to be self contained to allow for independent living. The intended occupants of the apartments will not be of a need level where they would require hospital treatment or regular ambulance visits and it is not intended to have 24/7 care staff on site but there the proposal will include a call system to alert staff to situations. The building will also be secure in terms of access.
- 2.7 The application is accompanied by the following documents:
- Application Forms and Certificates;
 - Planning Statement
 - Design and Access Statement
 - Transport Statement, including Car Parking Strategy and

- Management Plan
- Drainage Strategy and Drainage Pro-forma;
- Energy and Sustainability Strategy
- Daylight and Sunlight;
- Tree Survey, Arboricultural Impact Assessment
- Site Investigation
- Operational Statement Sheltered Accommodation
- Operational Statement Hub

3.0 **Application Site**

3.1 The application site is a cleared area of land that sits to the south of Trelawney Avenue and east of Meadow Road. It is currently boarded on all boundaries. Previously, the site contained a terrace of 6no bungalows that fronted Trelawney Avenue, The Merrymakers Public House and associated parking and garden which fronted Meadow Road and a number of Council garages. The site is approximately 0.6ha in size.

3.2 The site is located east of Slough Town Centre and is within the village of Langley, located approximately 1km south of Langley railway station, adjacent to Kedermister Park.

3.3 In terms of surroundings, the land uses immediately adjacent the site tend to be residential with the predominant house type being two storey terraced dwellings although there are variations in the area with 3 storey flat blocks apparent.

3.4 To the northeast of the site lies a local centre, characterized by 3 storey buildings which provides a number of retail units at ground floor with maisonettes above

3.5 The site is cleared of any building but some trees remain on the eastern boundary of the site. The site is not within a Conservation Area.

4.0 **Relevant Site History**

4.1 There is no relevant site history for the site.

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) five site notices were displayed outside the site on 10/11/20. The application was advertised as a major application in the 20/11/20 edition of The Slough Express.

5.2 At the time of writing, 0 letters of representation have been received from residents and occupiers of neighbouring properties.

6.0 **Consultations**

6.1 Thames Water

Waste Comments

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

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/Planningyour-development/Working-near-or-diverting-our-pipes>

Water Comments

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.

6.2 Lead Local Flood Authority

The drainage proposals submitted do not provide the level of detail required for us to provide a substantial response, the following information is required.

Surface Water Drainage

- Background information on the proposed design. Including proposal; proposed site levels, plans of surface water drainage and any SuDS featured in the scheme. Please provide further information including catchment areas, cover levels, pipe invert levels & gradients across the proposed site. Also can you provide the flow control and manhole details.
- The potential risk from all sources of flooding should be assessed, in accordance with the "Flood risk and surface water drainage Planning guidance" from Slough which requires 'Planning applications must demonstrate that flood risk, from all sources of flooding, has been accounted for.' Please consider the flood risk to the site occurring from overwhelmed sewers and drainage systems'.
- Evidence of and information on the existing surface water flow paths of undeveloped (greenfield) sites
- Evidence of and information on the existing drainage network for

previously developed (brownfield) sites. Please clarify if the existing site drains to a soakaway.

- Evidence that the proposed drainage will follow the same pattern as the existing. This avoids directing flow to other locations.
- Identification of and information on areas that may have been affected by failures in the existing drainage regime
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753 using the Simple Index Approach as outlined in Box 26.2 (or an approved method from the Ciria SuDS Manual C753).
- If not using infiltration for drainage - Existing and proposed run-off rate calculations completed according to a suitable method such as IH124 or FEH. Information is available from UK Sustainable Drainage: Guidance and Tools. Calculations must show that the proposed run off rates do not exceed the existing run-off rates. This must be shown for a one in one year event plus climate change and a one in one hundred year event plus climate change.
- If not using infiltration for drainage - Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonably practical, runoff volume should not exceed the greenfield runoff volume for the same event. This must be shown for a 1 in 100 year, 6 hour rainfall event.
- Please demonstrate with a drawing to scale that you have sufficient space to accommodate the attenuation volume required.
- If not using infiltration for drainage - please provide confirmation from Thames Water that they will accept the proposed surface water runoff flows for the site.
- Please provide a drawing showing permeable/impermeable areas for the development demonstrating how the impermeable area used for the hydraulic calculations has been derived.
- Please provide a drawing showing proposed overall level strategy for the site and how this interacts with the proposed drainage strategy.
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event. Can clarification be provided on the attenuation volume provided.
- Evidence that Urban Creep has been considered (if applicable) in the application and that a 10% increase in impermeable area has been used in calculations to account for this.

Foul Water Drainage

- Please provide evidence that Thames Water are happy to accept the proposed diversion. And evidence they are willing to accept the foul flows to the proposed manhole.

At the time of publication, additional information had been submitted and the LLFA had been reconsulted.

6.3 Environmental Protection - Noise

The noise assessment for this application was completed from 4th – 5th November 2020, with additional monitoring undertaken on 4th and 6th November 2020. The dominant noise source was identified as road traffic on Trelawney Avenue and aircraft flyovers associated with the operation of Heathrow Airport.

Internal Noise Levels

Noise survey results indicate that noise on site has low noise risk exposure. Assuming standard double glazing (4mm/6mm/16mm) and trickle ventilation set to open, internal noise levels are unlikely to be breached with windows closed for all residential units. L_{max} levels will also be unlikely to exceed 45dB 10 times per night with this mitigation applied. For the commercial and office space, internal noise levels are unlikely to be breached with standard mitigation applied.

In regards to the residential units, future occupants may need to keep windows open for cooling purposes, particularly in summer. With windows open, noise levels are expected to reduce by 15dB, therefore at location 1, accounting for this reduction and correcting for the building set back distance from the road, internal noise levels are expected to be 43dB L_{Aeq16h} and 35dB L_{Aeq8h}, therefore internal noise level criteria will be exceeded by 8dB and 5dB during the day and night, respectively. At location 2, internal noise levels are expected to be 39dB L_{Aeq16h} and 30dB L_{Aeq8h}, therefore mitigation would only be required to reduce daytime noise impact.

The above mitigation is only required under the assumption that windows will need to be kept open for extended periods of time for cooling purposes. A suitable solution would be to provide mechanical ventilation with cooling, which would ensure that internal noise levels and temperature can be maintained without the need to open windows. Alternatively, the applicant could submit an overheating assessment to determine whether overheating is likely with the proposed glazing and trickle ventilation implemented. In the case that overheating was likely, mechanical ventilation would be required.

External Noise Levels

Regarding external amenity, noise levels are suitable on both facades of building B (equivalent to monitoring location 2). Building A (equivalent to monitoring location 1) is in excess of the external noise level by 3dB, however as the future occupant can use the external space at their own discretion, this is not considered an issue and it is recommended that the balconies are retained with no additional mitigation necessary.

Plant Noise

The assessment does not take into consideration potential disturbance caused by plant noise. There is an existing sub-station which may cause disturbance to future occupants, particularly if it has additional acoustic qualities (tonality, impulsivity) however due to the distance between the residential units and this sub-station, impact may be low. Another sub-station is proposed in the southern area of the site, which may cause disturbance to nearby existing residents. The assessment also does not

consider any new noise sources that may be introduced in relation to the operation of the commercial part of Building A.

To address these issues, a revised noise assessment must be completed in line with BS4142, addressing all proposed plant noise on the development site. Plant noise must not exceed background noise levels at 1m from the façade of the nearest dwellings. The rating level should include a correction for any acoustic features (e.g. tonal qualities and/or distinct impulses) by applying a penalty to the specific noise level in line with the guidance. If the assessment indicates that exceedance of the background noise level is likely, the assessment must include suitable proposed mitigation to ensure noise levels remain below background levels. This may include: the selection of low-noise models, installation on suitable anti-vibration mounts, locating plant far from noise sensitive windows (e.g. at roof level) and additional screening/barriers.

Construction

Disturbance caused by the construction phase of the development on existing residents has not been considered in this assessment. Details of the proposed construction plant, predicted noise levels and potential impact on existing residential receptors nearby the development must be provided within a revised noise assessment, along with mitigation to reduce this impact. This may include implementation of Best Practicable Means (BPM), site hoarding and community liaison.

Conclusion

In summary, the following information is required:

- Submission of an overheating assessment to indicate whether overheating is likely with implementation of standard glazing and trickle ventilation, with a recommendation for the installation of mechanical ventilation if overheating is likely
OR
- Confirmation and details of mechanical ventilation to be installed in place of trickle ventilation. This is applicable only to those units which exceed internal noise levels during the day or night with windows open.
- Submission of a revised noise assessment which considers:
 - The impact of both existing and proposed plant noise on existing nearby residential receptors and future residential receptors of the development
 - Details of the proposed construction plant, predicted noise levels and potential impact on existing residential receptors nearby the development, with additional detail on proposed mitigation

6.4 Environmental Quality – Air Quality

Comments are carried over from the Pre-app advice

In line with the Low Emission Strategy Technical Guidance (Section 3.3), the development is classified as having a minor air quality impact and exposure of future residents to poor air quality is unlikely due to the development location, therefore a detailed air quality assessment is not required. Inclusion of Type 1 mitigation is required for this development.

However, the nature of the

development and the combined uses on site, make this site ideal for low emission innovation and sustainable travel. Within this context it is recommended that an EV hub is built out on the site to accommodate residential, local authority and visitors EV demands and to future proof the site parking management.

It is noted that SBC parking standards require provision of a high quantity of parking spaces (see table below). The developer proposes to reduce parking to 63 spaces and should explore options to reduce parking further this is because the Council has ambitions to reduce local traffic congestion, improve air quality, and reduce transport carbon emissions, through improved low emission public transport and increase modal shift.

For example, car parking associated with the Council office can be reduced if some vehicles from the Council's pool fleet are reallocated to this site, this is possible once we know the full details relating to the Council office use whether this will include field officers (those who need to visit residents and businesses).

As Langley station is only a 20-minute walk from the development site, it is not unfeasible to reduce parking for the office use and provision of 41 cycle spaces is welcomed to support a reduction in parking.

Table 2 – Car Parking Provision

Land Use	Schedule	Required Parking Spaces by SBC Standards	Minimum / Maximum	Proposed Car Parking Provision
Library	430 sqm	14	Minimum	32 (inc. 2 accessible)
Council office	700 sqm	18	Maximum	
Sheltered 1-bed units	21 units	26	Minimum	21 (inc. 3 accessible)
1-bed flat	2 units	2.5	Minimum	10 (inc. 1 accessible)
2-bed flat	2 units	3.5	Minimum	
3-bed flat	2 units	3.5	Minimum	
Total		67	Maximum	63 (inc.6 accessible)

Mitigation:

- It is recommended that an EV hub is built on the site, in line with the provisions within table 7 of the Low Emission Strategy Technical Guidance and specifically the Low Emission Programme, there should EV charger provision for residential, office, library and visitor parking. It is recommended that car parking spaces that are dedicated for the residential flats have 100% (5 dual fast EV chargers (7kW) provision. It is recommended the sheltered units, council office and library has at least 4 dual fast EV chargers (7kW) and one 50kW /4kW DC/AC rapid charger built on the site.
- It is recommended that at least one dedicate EV car club space is allocated to the development, a contribution will be sought to operate the car club.
- A Construction Environmental Management Plan must be produced and submitted to the Local Planning Authority for approval. It must include details of dust and noise mitigation.
- If the site is to consider gas fired heating (including CHP) subject to a carbon life cycle assessment then the gas fired heating plant should meet the minimum emission standards in table 7 of the low emission

- strategy
- All construction vehicles shall meet a minimum Euro VI Emission Standard
- All non-road mobile machinery (NRMM) shall meet the criteria in table 10 of the low emission strategy.

6.5 Highways

Vehicular Access

WSP Drawing 70073852-TP-SK-13-E displays the access and the servicing bays for the site. The access drawing confirms that the existing access points on Meadow Road will be reinstated to standard footways. The site access is designed with corner radii of 4.5m and swept path analysis has been provided on Drawing No. 70073852-TP-ATR-003-Rev-E which demonstrates a large car and 7.5t Box Van can ingress/egress the site using the proposed access junction.

The agent has amended the drawing to demonstrate that the correct visibility splay of 2.4m x 25m required by the Manual for Streets is achievable at the junction of Trelawney Avenue and Meadow Road and from the proposed site access on Meadow Road.

An additional drawing has been submitted which demonstrates that when the footway on Trelawney Avenue is occupied by parked vehicles, achievable visibility is 2.4m x 13.7m when the footway is occupied by parked vehicles and that 2.4m x 19.1m of visibility is available. The footway parking is an existing problem and the loading bay will be infrequently occupied by delivery vans.

SBC have considered publicly available collision data from Crashmap for Meadow Road and Trelawney Avenue. The data shows that there have been no recorded injury accidents on Meadow Road since 2015 when one serious accident was recorded at the junction of Trelawney Avenue with Meadow Road and a Slight accident was recorded east of Meadow Road on Trelawney Avenue.

SBC Highways and Transport require the applicant to enter into an agreement to provide parking controls at the proposed access junction to ensure cars ingressing/egressing the development at the same time can pass each other. The swept paths indicate vehicles will need the full unobstructed width of Meadow Road to be able to achieve this.

Access by Sustainable Travel Modes

Dedicated pedestrian accesses will be provided via Meadow Road and Trelawney Avenue and from the communal parking area at the rear of the buildings. The footways on Trelawney Avenue and Zebra Crossing connect the site to the Trelawney Avenue shopping parade which is less than 5 minutes' walk from site and offers a number of shops including a Co-op, Greengrocers, Butchers, Dry Cleaners and Opticians.

The site is located in close proximity to the bus stops for the Trelawney Avenue Surgery which is less than 5 minutes' walk from the site. The 7 Bus Service stops every 10 minutes and provides a service linking north Slough with Heathrow stopping at Britwell, Slough Town Centre, Langley and Heathrow Airport. The

The site is situated approximately 1800m (23 minutes' walk) from Langley Railway Station where train services are available to key destinations within the sub-region such as London Paddington, Maidenhead and Reading.

Trip Generation and Traffic Impact

The site's trip generation potential has been calculated by using the TRICS trip survey database to obtain surveyed trip data from similar sites. The net trip generation of the site has been calculated by subtracting the trip generation for the site's extant land use.

The TS Addendum has been updated to remove TRICS survey sites which SBC considered incomparable with the proposed development site. The agent's amended calculation forecasts the proposed development will generate 37 two-way vehicle trips during the AM Peak Hour and 57 two-way vehicle trips during the PM Peak Hour. With the subtraction of trips generated by the site's previous use, the sites net trip generation is 34 two-way trips in the AM Peak Hour and 35 two-way trips in the PM Peak Hour.

SBC Highways and Transport now consider the trip survey data used for the trip generation acceptable.

SBC do not wish to object to the proposed development on the basis of the site's trip generation. The forecast trip generation is not expected to have a severe impact on the local highway network given the forecast number of trips equal roughly one additional trip every two minutes. The trips will disperse in different directions across the local road network and therefore the impact of additional trips will be negligible.

Layout

The agent has now completed swept path analysis of the most recent site masterplan, as requested by SBC Highways and Transport. This is shown on WSP Drawing 70073852-TP-ATR-002 and 70073852-TP-ATR-003 revision E. The swept paths have been completed using a large car measuring 5.079m long and 1.872m wide. This exercise has demonstrated that a large car will be able to ingress and egress the most difficult spaces within the proposed development.

SBC Highways and Transport consider the proposed site layout and swept paths for the layout acceptable.

Vehicle Parking Provision

The agent has amended the masterplan to provide a tarmacked pedestrian path to the rear of the accessible parking spaces, as per SBC Highways and Transport comments.

The amended masterplan included within the TS Addendum reduces the parking provision for the office Land Use from 21 car parking spaces to 19 car parking spaces. 68 parking spaces are now proposed to serve the proposed development.

The Slough Borough Council parking standards require the provision of upto 78 parking spaces, assuming the parking standards for a communal

parking layout are applied. The number of parking spaces required by the Slough Parking Standards is summarized below in Table 1:

Table 1: Parking Spaces Required by the Slough Borough Council Parking Standards

	Parking Standard		Requirement	
	Car	Cycle	Car	Cycle
Library (650sqm)	Max. Min. 1 to 30sqm	1 per 10 staff	22	
Council Offices (975sqm)	Max. 1 to 40sqm	1 to 125sqm	24	8
1 Bed Sheltered (20)	Min. 1.25p per unit	1	25	20
1 Bed Flat Private (1)	Min. 1.5	1	1	1
2 Bed Flats Private (3)	Min. 2.0	1	5	3
Total Spaces Required			78	32

Source: SBC Developer's Guide – Part 3: Highways and Transport.

Therefore there is a shortfall of 10 parking spaces when considered against the maximum requirements of the Slough Borough Council Parking Standards. The proposed 21 spaces for sheltered 1-bed dwellings is a shortfall against the minimum of 25 required, however, this is considered acceptable given flats and sheltered housing typically result in lower car ownership levels. The site is also located within a reasonably sustainable location in close proximity to the bus stops for the Trelawney Avenue Surgery which is less than 5 minutes' walk from the site. The Trelawney Avenue shopping parade is located less than 5 minutes' walk from site and offers a number of shops including a Co-op, Greengrocers, Butchers, Dry Cleaners and Opticians.

SBC accept the principles of a Car Parking Management Plan set out in Chapter 5 of the Transport Statement. The Car Parking Management plan will assist with the operation of the proposed communal car parking and manage allocation of spaces between differing land uses (SBC understanding parking for each dwelling will remain unallocated).

The agent has confirmed that the entrance for the private car park would be controlled by card or key activated and that in relation to visitor parking, visitors to the site would be expected to park off-site and may utilize on-street parking along Meadow Road and has stated that, further to monitoring, a TRO could be implemented to prevent uncontrolled parking by visitors.

SBC Highways and Transport have no objection to the proposed parking provision given car ownership levels are typically lower in flatted housing and in sheltered housing. The proposed parking provision is considered suitable to serve the needs of the proposed development.

SBC require the applicant to enter into an agreement to provide parking controls at the proposed access junction and along Meadow Road as mitigation for the proposed development. Parking controls will be required at the proposed access junction to ensure cars ingressing/egressing the development at the same time can pass each other.

This is to ensure parking for existing residents of Meadow Road is protected and that short-stay parking will be available for visitors.

Electric Vehicle Parking

10% of the proposed car parking spaces will be fitted with active Electric Vehicle Charging Points (EVCP) from the opening of the development and 20% of spaces will be provided with passive provision for EVCP for future conversion to live charging to meet future uptake of electric vehicles on site.

Cycle Parking

Long stay cycle parking will be provided for staff and visitors for the community uses will be able to utilize short stay cycle parking provided in close proximity to the pedestrian accesses on Trelawney Avenue.

The proposed development provides a total of 25 long-stay cycle parking spaces. 10 for the use of the library and office employees, four for the residential units of Building A and 11 for the sheltered accommodation units which include five spaces for scooters/buggies (45.5% of provision).

The applicant has amended the site masterplan to provide six Sheffield Stands for short-stay visitor parking. Four Sheffield stands would be provided for Building A providing eight spaces. Two Sheffield stands would be provided for Building B provides four short-stay spaces for the residential element of the building.

SBC Highways and Transport accept the proposed cycle parking on-site and do not wish to object to the proposed development on the basis of proposed cycle parking.

Deliveries and Servicing Strategy

Two loading bays are proposed, one off-street on Trelawney Avenue and another on-street on Meadow Road, as illustrated in WSP Drawing SK-13-D. The loading bay on Trelawney Avenue will measure 2.5m in width and 16.0m long. The bay is long enough to accommodate an 8m long Luton Box van, with a 2.0m space from the back of the van to allow operatives to safely load and unload once the van is parked in the bay. The loading bay on Meadow Road has a width of 3m and a length of 14m to allow for safe kerbside operations by upto 12-metre-long rigid HGVs. Whilst this loading bay will remove some on-street parking spaces, the loss is compensated by the reinstatement of the kerb/footway across the previous accessed to the site. Swept path analysis has been provided which shows a 7.5ton box van can ingress and egress the site on WSP Drawing SK-013-D.

The loading bays have been designed in accordance with the Transport for London Kerbside Loading Guidance (2017), which have been used in the absence of local standards to design the infrastructure for servicing operations.

SBC accept the proposed servicing strategy and agree the topics for inclusion within the Delivery Servicing Management Plan set out in section 5.3 of the TS. It is recommended a full DSMP for the site could be secured by condition.

SBC also require the applicant to contribute towards the cost of a TRO for

Trelawney Avenue and Meadow Road to restrict use of the servicing bays to loading/unloading of delivery vehicles only.

Refuse Collection

Residential waste will be collected from Meadow Road and commercial waste collection will be arranged via private services, with the arrangements to be confirmed within the DSMP.

A bin holding area for use only on collection day, is shown on the proposed site drawings and 3D visuals (Drawing No. 154232-P-STL-203-A). The 3D visuals show the bin holding area is a tarmacked area with no fence in close proximity to the site access.

If the bin holding area is uncontrolled, this raises the possibility that vehicles could park in the bin holding area and interfere with safe operation of the site access.

The agent has confirmed that the bin holding area will be kerbed and will be elevated above the level of the footway. Therefore vehicles will be unlikely to access the bin holding area.

SBC Highways and Transport require the submission of details of how the bin holding area will be controlled. A double kerb or low wall could be provided with a narrow dropped kerb opening the width of a single EuroBin. Any wall should not exceed 600mm in height to avoid comprising intervisibility between vehicles leaving the site and vehicles travelling northbound along Meadow Road. It is recommended that these details are secured by condition.

Summary and Conclusions

Subject to conditions, I confirm that I have no objection to this application from a transport and highway perspective.

6.6 Landscape

I have reviewed the landscaping plan which conform to general landscaping principles and the suggested trees/plants will match the location so happy to approve the scheme.

But, as the retention of the four mature trees incorporated within the scheme been reviewed with Jonathan Mills. If not then I strongly suggest a protection programme be developed to avoid root compaction and branch damage due to their proximate to the development and the landscape environment statues of the trees to the local area.

6.7 Arboricultural Officer

The submitted arboricultural report, Method statement and Tree protection plan provide enough measures to ensure that the important trees are retained if all aspects of the method statement and tree protection plan are fully implemented.

The submitted Landscape strategy plan dwg. no. 154232-STL-00-xx-DR-L-

007 provides a good level of new planting around the development.

Prunus cerasifera 'Pissardii' has been specified which is a fairly short lived tree which is difficult to maintain. This species should be exchanged for *Prunus serrula* 'Tibetica' or similar species.

The submitted plan of the roof garden does not provide enough details, but the general approach is acceptable

The remaining aspects of the landscape scheme are acceptable.

Recommendation

No objection, subject to the alteration of the tree species as recommended above. The implementation of arboricultural method statement and tree protection plan must be a condition of any approval.

Please apply a landscape condition to secure the soft and hard landscape details for the ground level and roof top garden.

6.8 Crime Prevention Design Advisor

I have some concerns in relation to community safety/crime prevention design, specifically these relate to a possible desire line through the development, safe access to the pagoda and boundary treatment . If these are not addressed I feel that the development may not meet the requirements of; The National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127 (part f), which states that; 'Planning policies and decisions should ensure that developments... create places that are safe, inclusive and accessible

With the above in mind, I offer the following advice in the hope that it will assist the authority and applicants in creating a safer and more sustainable development, should approval be granted:

Rear Gate access to Randolph Rd

During the PRE Application meeting of 30th September 2020, I raised concerns regarding (risk associated with) the proposed pedestrian route through the site (from Meadow Road to Randolph Rd). Slough BC Development Highways Office Imran Agha has since confirmed that the route through to Randolph Rd "is neither a public right of way, nor adopted highway and that the route did not serve a critical desire line therefore Imran Agha supported the permanent closure of this route.

In general all routes should lead directly to where people want to go and serve a defined purpose. Permeability for permeability's sake should be avoided. However, I note that a 'gated access' has been proposed on the shared boundary of Randolph Rd. If approved this could provide a desire line through the developments, allowing individuals unauthorised access to vehicles and private ground floor residential rooms. From the DAS this gate is shown as secure however no information has to its function or management has been indicated, Mechanical gates are not suitable as they are invariably left open for convenience, and over the life time of the development this could become the norm. I therefore have concerns regarding the sustainability and security of this gated access.

I ask that this gate be omitted for the proposed development, if

however it must remain, the gate must be 1.8m in height and securely pad locked top and bottom, in addition information regarding the gates role, function and management must be submitted prior to planning approval is granted

Pagoda

Pagoda in top right hand corner next to pedestrian gate leading to Randolph Road. The location of the pagoda lacks surveillance from the Sheltered accommodation that it serves, In addition, as no direct pedestrian foot path has been provided, residents wishing to use the pagoda will be need to transvers the car park. It is not unreasonable to assume that some residents may have visual, mobility or hearing impairments and as such will have to deal with cars pulling onto and reversing across their path, I do not consider this pagoda to be 'safe and accessible'. If the pagoda is 'under used' I question what it will be used for, again (see above) I have concerns regarding the gated access adjacent to it. If this gate is left open, the secluded pagoda could become an area where unauthorised individual could gather and in turn be prone to ASB. The pagoda must be inclusive to the sheltered accommodation complex, its use and ownership should be obvious to both residents and members of the public.

- Therefore I ask that it is relocated and incorporated into the sheltered accommodation amenity space and protected (enclosed by 1.8m open topped railings)

Boundary treatment:

A key boundary treatment is the main 1.2m vehicular and pedestrian pass gate, from the illustrative plans this type and style of gate at 1.2m could easily be climbed. The parking area and rear amenity space of sheltered accommodation should be secured with a fob activated electronic vehicle/pedestrian gate to prevent unauthorised access to this area. The gate should be visibly permeable and operational without the need to exit the vehicle. Again - mechanical gates are not suitable as they are invariable left open for convenience.

- To safeguard the privacy and security of vulnerable residents I ask that the Vehicle gate and pedestrian pass gate height be increased to 1.8 m, the gates and fencing should extent between the two buildings

I agree that an oppressive appearance must be avoided, however given the sheltered accommodation shared this site with a car park and given the inclusion of the rear gate on Randolph Rd, to protect the privacy of vulnerable residents, unauthorised access and movement around foot print the building must also be avoided, I therefor ask that development provide clear demarcation between front public facing and rear 'amenity space'. As 1.2m front railings can easily be climbed I ask that applicant include a secondary 1.5m open topped metal railing fence line with defensive planting as shown.

- I ask that amended plans be submitted prior to planning approval being granted

Postal service for Apartments above community hub:

I have been unable to locate any details relating to the provision for postal services. Unrestricted access to private communal areas should be

prevented. Trades buttons should not be present on any visitor entry system fundamentally undermining the physical security of the building whilst providing a legitimate excuse for someone intent on unauthorised access. Ref Secured By Design – Homes 2019 – Section 32 Taking into consideration the submitted plans, postal services should be provided externally with robust post boxes located close to the communal entrance to provide surveillance to them from the dwellings they serve.

Physical security and Access Control for Sheltered Accommodation:

To ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents, creating 'Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'. I ask that the following condition be placed.

Condition: Prior to commencement of works above slab level, written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.

Following the submission of amended details:

Having reviewed the amended plans, TVP welcomes the proposed changes to the layout that, include the removal of the rear gate access to Randolph Rd, re-positioning of the Pagoda and revised boundary treatment. (Details of which are covered within my earlier response of 26/11/2020 (please see below).

As previously discussed, Physical security and access control for Sheltered Accommodation will be critical. To ensure that the development achieves the highest standards of design in terms of safety and security, safeguarding future residents, creating 'Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion'. I ask that the following condition be placed:

Prior to commencement of works above slab level, written details as to how the development will achieve the Secured by Design Award shall be submitted to and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details and shall not be occupied or used until confirmation of that said details has been received by the authority.

6.9 Education

On the basis that Education has requested contributions for the Langley Police Station site then we would also seek contributions for this site. Both are similar having more than 15 units although the majority are supported/sheltered properties. To be consistent we either need to waive contributions for both or request for both.

As we have requested contributions we will also seek contributions for the Trelawney Ave site.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework and National Planning Policy

Guidance:

Chapter 2: Achieving Sustainable Development

Chapter 4: Decision making

Chapter 5: Delivering a sufficient supply of homes

Chapter 8: Promoting healthy and safe communities

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed places

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

Chapter 15: Conserving and enhancing the natural environment

Chapter 16: Conserving and enhancing the historic environment

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

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 6); or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

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

7.4 Core Policy 1 - Spatial Vision and Strategic Objectives for Slough

Core Policy 4 – Type of Housing

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 - Infrastructure
Core Policy 12 – Community safety

7.5 The Adopted Local Plan for Slough 2004 (Saved Policies)

7.6 Policy EN1 – Standard of Design
Policy EN3 – Landscaping
Policy EN5 – Design and Crime Prevention
Policy H22 – Elderly Persons, Nursing and Care Homes
Policy T2 - Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities

7.7 Other Relevant Documents/Guidance

7.8 Local Development Framework Site Allocations Development Plan Document
Slough Borough Council Developer’s Guide Parts 1-4
Proposals Map 2010

7.9 Planning and Compulsory Purchase Act 2004

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

The revised version of the National Planning Policy Framework (NPPF) was published upon July 2019. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

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

7.11 Emerging Preferred Spatial Strategy for the Local Plan for Slough

7.12 One of the principles of the Emerging Preferred Spatial Strategy is to deliver major comprehensive redevelopment within the “Centre of Slough”. The emerging Spatial Strategy has then been developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

It is important that key sites within the town centre or on the edge are developed in a comprehensive manner and that all of the necessary linkages and infrastructure are provided.

8.0 **Planning Assessment**

8.1 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
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Air quality and Noise impacts
- Sustainable design and construction
- Surface water drainage
- Affordable housing and Infrastructure

9.0 **Principle of development**

9.1 The application proposes a number of uses on the site. The principal uses would be a community hub which would account for all of the non residential floorspace proposed and 20 sheltered accommodation apartments. Secondly, 4 affordable housing flats are proposed. The remainder of the site will become landscaped areas or parking and manoeuvring space associated with the proposed uses.

9.2 Core Policy 1 of the Slough Core Strategy relates to the spatial strategy for Slough. It states that development should take place within the built up area and predominantly on previously developed land. In respect of the community facility development, Core Policy 6 directs all new community facilities to the shopping area in order to improve the town's image and to assist in enhancing its attractiveness. It states all community facilities and services should be retained.

9.3 It is noted that the proposal is not in the shopping area, however it is proposed to serve the community within proximity to the site and is therefore required to be located within that area. The proposed library is located close to the existing library that it will replace and the site is considered generally to be in a sustainable location and is closely located to the local centre and public transport links which makes it an accessible site. The facility will be provided on previously developed land and would provide new or improved facilities for the community, the principle of development of this use in this location is therefore considered to be acceptable.

9.4 In respect of residential development, Core Policy 1 states that proposals for high density housing should be located in Slough town centre. Outside of the town centre the scale and density of development should relate to

the site's current/proposed accessibility, character and surroundings.

- 9.5 Core Policy 4 of the Core Strategy states that high density housing should be located in Slough town centre. In the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.
- 9.6 Core Policy 4 also states that there should no net loss of family accommodation. All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.
- 9.7 The residential proposal would provide 4 flats within the community facility building. Flats are more akin to high density development however it is clear that the provision of 4 units on this site, as part of a mixed use development, would not amount to a high density residential scheme. The units proposed will not provide family housing but will be affordable housing units which is proposed even though the scheme does not proposed development that triggers an affordable housing requirement, this can be considered to be a significant benefit of the scheme. The residential element of the scheme is clearly ancillary to the principal uses proposed and would not result in an overdevelopment of the site and can be considered acceptable in principle.
- 9.8 In respect of the sheltered accommodation units Local Plan Saved Policy 22 states that such accommodation has to be, located close to local facilities and transport links, include appropriate live in accommodation/facilities for staff, provides appropriate parking and amenity space and does not adversely affect the amenity of neighbouring residents.
- 9.9 As stated the site is considered to be in a sustainable location. There are bus stops within short walking distance of the site and a local centre offering services to the north east meaning the sheltered accommodation units would be close to necessary facilities. The principle of this type of accommodation in this location is therefore acceptable. The other requirements are considered later in this report.
- 9.10 The development is therefore considered to be acceptable as a matter of principle and the development would result in the redevelopment of previously developed land in line with the goals of the NPPF. The acceptability of the scheme will be considered with the individual merits of the proposal.
- 10.0 **Impact on the character and appearance of the area**
- 10.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and

Local Plan Policies EN1 and EN2

- 10.2 The site sits on a prominent corner in the area. Trelawney Avenue is a well used through road subject to significant vehicle and pedestrian movements on a daily basis. Meadow Road is more of a secondary street used primarily as access to residential properties on the road and the roads beyond. The scale of building in the area is predominantly two storeys in height but it is noted that there are instances of 3 storey buildings as well as bungalows that make up the area as well.
- 10.3 The layout of the site is proposed as such that it results in frontage development onto both Trelawney Avenue and Meadow Road. This is considered to be positive as the development does not turn its back on the public realm, rather it serves as an enhancement to the character of the area. The development will introduce built form to this area on a site that has been boarded up for a significant period.
- 10.4 Building A is proposed as a 3 storey building fronting Trelawney Avenue. The building is largely constructed in brick with external cladding to the second floor and the roof is proposed as long-strip metal. The roof is proposed as a three-pitch arrangement to keep the height of the building lower than would be if it were a single structure. The appearance of the brickwork is varied on the elevations to break up the extent of façade that would be bricked. The proposed elevation treatment was proposed following discussions with Officers to provide some variety/contrast and this has been achieved with the materials choice and brickwork proposed.
- 10.5 The proposed window and door arrangements on Building A give the building a civic character which is appropriate given its predominant use as a community facility. The entrance is framed through projecting brickwork and a bespoke glazing arrangement and this is considered to be a positive element of the design of the building.
- 10.6 The cladding of the second storey represents a change in materials and the rhythm of the façade is also varied as it incorporates integral balcony areas for the 4 flats proposed on this floor. The rhythm is disrupted by the balconies but the impact does not adversely affect the appearance of the building.
- 10.7 The proposed roof is not a common material for this area. The amended plans have changed the appearance of the material so that it contrasts with the second floor cladding. This has the effect of breaking up the visual impact of the roof and second floor so that it does not become an overly dominant part of the scheme.
- 10.8 The impact of Building A is such that it would be higher than any other building in the immediate area but its role as a community hub building means that a larger scale that acts as a variation in the area will not adversely affect the character and appearance of the area.

- 10.9 Building B is proposed as a 2 storey building fronting onto Meadow Road. It sits as a secondary building on the development which is considered appropriate for the public realm area it addresses. The majority of building on Meadow Road are 2 storey although there is a 3 storey building of flats opposite the siting of Building B. The scale is not considered to harm the character of the area.
- 10.10 The footprint of Building B is such that it creates a linear form, dictated by its frontage width. The design of the building has been amended over the course of the application as the originally proposed balconies and terraces had a 'bolt-on' metal appearance and it was considered that they should be integrated into the building. The revised design has introduced brick built frames to the frontage elevation which house the balcony and terraces which is considered to be a positive improvement to the design the metal railings of the balcony and terrace enclosures provide a contrast in appearance which helps to break up the extent of brick façade.
- 10.11 The eastern elevation has retained the original balcony and terrace proposal which is somewhat unfortunate but it is noted that this elevation is not visible from the public realm which significantly reduces its impact on the character and appearance of the area.
- 10.12 The roof area of Building B is to be a communal roof terrace for residents of the building. A number structures are visible from the plans. The solid structures house the stairwell and lift to allow access to the garden area. These will provide beyond the parapet walling but have been sited away from the Meadow Road side of the building to reduce their impact on the streetscene. It is considered that there would be no significant adverse impact on the character of the area from this arrangement.
- 10.13 In respect of the site layout the majority of the site will become the car park to serve the development this is proposed largely out of the view from the public realm. The parking space arrangement is broken up with landscaping which creates a softening effect. The boundary areas of the site are generally treated with amenity landscaping and the extent of tree planting proposed has been increased since the initial submission.
- 10.14 In respect of landscaping an additional outdoor amenity space is proposed adjacent to Building b for residents of the apartments and a path and seating is shown on an existing landscape area to the east of the site. The landscaping proposal provides a soft edge to the development and is considered to contribute positively to the character and appearance of the area.
- 10.15 The proposed development is considered to result in an enhancement to the character of the area, currently, as previously developed land, it has a negative impact. The buildings are designed so that they would integrate into the streetscene without causing a significantly adverse impact and the proposal is therefore considered to be acceptable in light of Policy 8 of the

11.0 **Impact on amenity of neighbouring occupiers**

- 11.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Polies EN1 and EN2.
- 11.2 The site is currently vacant and the development of two buildings from this proposal would have a visual impact on outlook from surrounding properties. The existing outlook onto the site is open for the reasons given above. The site is in a predominantly residential area with residential properties adjacent to the site to all sides.
- 11.3 The presence of Trelawney Avenue and Meadow Road mean that the siting of the proposed buildings achieves suitable separation distances to dwelling son the other side of separating road. The location of the building also means that they are away from the majority of dwellings that back onto the site on Randolph Road and proposed tree planting on this boundary will soften the impact further.
- 11.4 Building B has a number of windows on it south facing elevation. These windows look towards 47 Meadow Road to the immediate south and it is considered that the outlook from these windows would looking into the garden area of this dwelling. This would not be an acceptable relationship however it can be mitigated against by requiring the first floor windows to be fitted with obscure glazing and be non-opening. The windows are secondary windows to the living rooms of the units they serve and therefore these mitigation measures will not result in a poor standard of accommodation for occupiers and would safeguard the amenity of No.47 Meadow Road.
- 11.5 Building A is located with a frontage onto Trelawney Avenue. There is suitable separation distance with existing buildings on the other side of Trelawney Avenue and to the west on Meadow Road. The building does have a relationship with terraced homes to the east on Randolph Road. Most notable is that the side wall of Building a would be closely located to the rear boundary of 20 Randolph Road, the northern most dwelling on the terrace. This dwelling has been extended at ground floor level which results in Building B sitting approximately 10m from the rear of this extension. Therefore the outlook from this property would change to a three storey blank façade. Given the distance the direct view towards Building A would have an overbearing impact to this property.
- 11.6 The impact has been assessed as part of the daylight/.sunlight assessment which was also revised to take account of overshadowing impacts as well. The assessment determines that 20 Randolph Road will continue to receive acceptable levels of natural light although the assessment acknowledges there would be an impact. In terms of the

outlook, Building A will be seen as overbearing but its siting will not entirely block the rear outlook from the property and there would be views beyond either side of the building. The flat roof of the rear extension at No 20 has a number of small roof lanterns that also provide light to the rooms.

- 11.7 The impact on the amenity of No.20 is acknowledged and its overbearing nature is such that it is an adverse impact. However, given the circumstances in the previous paragraph, it is not considered to be a significantly adverse impact and the benefits to the community that would be gained through the development are considered to outweigh the disbenefit of this impact. It is noted that there has been no objection from any residents to this proposal.
- 11.8 There are impacts noted from this development and the assessment above has determined that the impacts are not significantly adverse to the extent that it would warrant a reason to refuse planning permission when considered against the benefits that are to be gained from this proposal. The proposal is therefore considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.
- 12.0 **Living conditions for future occupiers of the development**
- 12.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."
- 12.3 Building A provides 4 affordable house apartments. It is noted that each of these units exceeds the nationally prescribed space standards for dwelling which is acceptable. It is also acknowledged that that layouts are such that all habitable rooms receive direct natural light from windows. Each unit also has its own terrace area that is not overlooked by another unit.
- 12.4 Two of the units have kitchens that are not served by natural light and are unlikely to receive suitable secondary light given their arrangement and distance from other windows. This is an unfortunate circumstance and while it alone is not considered to be a sufficient reason to refuse planning permission, it is not considered to be a high standard of design. It was requested that rooflights be included to give natural light to these rooms but the amended scheme has not included these. It is considered reasonable to require some natural light to these areas and therefore a condition will be included requiring the installation of a light source such as rooflights or sunpipe to improve living conditions at these two units.
- 12.5 The 20 apartments that are proposed in Building B are all 1 bed units and it is acknowledged that each of these units significantly exceeds the

national space standards. The units are of comfortable size and can accommodate adaptations that may be required for occupants. Each unit has its own private balcony/terrace which is not overlooked by any other unit and the development includes a communal roof terrace and amenity space at ground floor.

12.6 Building B also includes specific space for scooter/buggy storage and office space if required by staff. Overall the sheltered accommodation units are considered to provide a good level of amenity for occupiers.

12.7 The application is considered to be acceptable in light of the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

13.0 Highways and Parking

13.1 The National Planning Policy Framework states that planning should seek to development 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. 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 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

13.2 Initial comments from the Highways Officer raised a number of points to be addressed. Further information was submitted which addressed the points raised and the Highways Officer therefore has no objections subject to conditions that are included as part of the recommendation.

13.4 In terms of vehicular parking it is noted that there is a shortfall of 10 spaces in accordance with the Council's standards however there is no objection to this due to the accessibility of other modes of transport close to the site and the acknowledgement that the nature of the uses would suggest lower car usage. For example, the parking standards require 22 spaces for the community floorspace however the car park is not publicly accessible and it is therefore highly unlikely that the community use will demand 22 spaces during its operations. A condition is proposed that would require approval of the parking allocations split, it is considered necessary to ensure the residential units have compliant parking provision and the sheltered accommodation units each have an allocated space as well as space for visitors parking.

13.5 The additional information that was provided has demonstrated that the access and parking layout can be safely manoeuvred by vehicles. The servicing and waste arrangements are also considered to be acceptable and would not affect the functioning of the car park.

13.6 On the basis of the above comments and the comments of the Highways Officer the proposed development is not considered to have an adverse impact on highway safety and convenience and is acceptable in light of Policy 7 of the Core Strategy 2006 – 2026.

14.0 **Crime Prevention**

14.1 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.

14.2 Following some initial comments raising concerns, the Crime Prevention Design Advisor raises no objections to the development.

14.3 Of key importance for this development is achieving safe and secure access at the site. The amended details have removed a retained gate on the eastern elevation which will stop access into the site from that boundary. The car park area is secured by gate and will only be accessed by staff and residents using the site, there is no public parking with this proposal which makes management easier.

14.4 Entry to the sheltered accommodation and the four flats in Building A will be done through secure access installations which create a safer environment for residents.

14.5 The combination of proposed boundary treatments and amenity landscaping means that the site is not permeable from the public realm which contributes towards creating a safe environment.

14.6 The Crime Prevention Design Advisor has requested a condition requiring the development to meet secured by design standards and this is considered to be reasonable. On the basis of the comments above the proposed development is considered to be acceptable in light of crime prevention and therefore compliant with Core Policy 12 of The Core Strategy 2006 - 2026

16.0 **Sustainable Design and Construction**

16.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires both renewable energy generation on site and BREEAM/Code for Sustainable Homes. The Developers Guide is due to be updated to take account of recent changes and changing practice. In the interim to take account of the withdrawal of Code for Sustainable Homes new residential buildings should be designed and constructed to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions.

16.2 The proposed development has taken account of this requirement and has

proposed a number of measures to ensure it meets the required standard.

- 16.3 For residential units heating is provided through air source heat pumps that would serve under floor heating. Heatpumps will also be installed to provide hot water to the units.
- 16.4 For the community hub and office space heating is proposed through electric panel heaters and with hot water provided through electrical heaters that function when used. Building A includes a number of PV Panels and air source heat pumps.
- 16.5 On the basis of the considerations above the proposed development is considered to be acceptable in light of Core Policy 8 of the Core Strategy 2006 -2026 in respect of sustainable design and energy.

17.0 Air quality/Noise impacts

- 17.1 The application site is not situated within an Air Quality Management Area (AQMA). The Council's Technical Officer notes that there would likely be a minor impact on air quality due to trip numbers associated with the development.
- 17.2 The Environmental Quality Officer recommends that an EV hub is built on the site and there should EV charger provision for residential, office, library and visitor parking. The scheme proposes 10% of spaces to have EV chargers and associated infrastructure for the future conversion of a further 20% which is acceptable in planning terms. The Officer recommended that car parking spaces that are dedicated for the residential flats have 100% (5 dual fast EV chargers (7kW) provision and this is considered to be appropriate. It was also recommended the sheltered units, council office and library has at least 4 dual fast EV chargers (7kW) and one 50kW /4kW DC/AC rapid charger built on the site which again is appropriate. In order to secure this arrangement, it is proposed that a condition is included for a car park management plan which would include a requirement to have the EV charging proposals agreed along with other matters such as confirming the residential and non-residential allocations.
- 17.3 Noise survey results indicate that noise on site has low noise risk exposure. The Environmental Quality Officer notes that noise levels are potentially going to be exceeded during summer months if windows are left open. Mitigation can be provided through installing mechanical ventilation with cooling, which would ensure that internal noise levels and temperature can be maintained without the need to open windows. The applicant has agreed to this proposal and condition is proposed to be included that would require approval of the proposed system.
- 17.4 The Officer also notes that no noise assessment has been provided to assess impacts on plant installations that would occur as part of this proposal. The request for a revised noise assessment is noted however it

is considered reasonable to reserve this information as a condition that would require an assessment to be submitted along with finalised details of the proposed plant and equipment to be installed. Such a condition is proposed.

- 17.5 It is therefore considered that the proposed scheme does not have a harmful impact in respect of noise and air quality impacts and conditions are able to address outstanding matters. Therefore the proposed development is considered to be acceptable in light of Core Policy 8 of the Core Strategy 2006 -2026 in respect of sustainable design and energy.

18.0 Surface Water Drainage

- 18.1 The site is located within flood zone 1 and therefore flood risk is minimal.

- 18.2 A mains sewer pipe runs east/west through the site and consent from Thames Water will be required to undertake works in that area. Thames Water have raised no objection to the scheme in their consultation.

- 18.3 The Lead Local Flood Authority had provided an initial response to the application asking for additional information to aid their assessment. Additional information has been sent to the Authority and a response is awaited. Given that the site is within Flood Zone 1 and is previously developed land, it is anticipated that drainage proposals will be found to be acceptable. Any consultation responses will be included for Members in the amendments sheet but at the time of publication the recommendation reflects the need to address the comments of the Lead Local Flood Authority.

19.0 Affordable Housing and Infrastructure

- 19.1 Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.

- 19.2 The development proposed is a Slough Urban Renewal scheme and the council is the landowner of the site. As a result it is not possible for the Council to obligate itself for planning obligations through a Section 106 agreement. It is possible to secure necessary contributions through a Unilateral Undertaking which would be produced and agreed prior to the grant of any planning permission.

- 19.3 In respect of financial contributions a request has been made for Education contributions. Education contributions are sought from residential units. The scheme proposes 4 residential units in Building A but the trigger for contributions, in accordance with the Developer's Guide, is 15 units. The sheltered accommodation apartments proposed are a C2 use class (residential institutions) and not residential development per se. It is therefore considered that a contribution for Education in this instance

is does not meet the necessary requirements and should not be sought.

- 19.4 A request is also made for provision of car club spaces and a contribution to their maintenance. It is considered that this site would not be suitable for car club provision. The nature of car club spaces are that they are to be accessible to people that require them however as stated earlier the car park for this development is to be secure with access only for residents and staff of the community building and sheltered accommodation. It therefore makes the provision of a car club space incompatible with the nature of the development. The Crime Prevention Design Advisor places significant importance on security for this development and therefore, in this instance, a car club space and contribution will not be sought.
- 19.5 The scheme includes the provision of 4 affordable housing units and as these are considered to be a benefit of the scheme they will need to be secured. The application as agreed to provide a Unilateral Undertaking that would secure the units as affordable.
- 19.6 The Highways Officer has requested that highway works that require a Traffic Regulation Order are also secured through the planning permission and this too has been agreed to be secured as part of the Undertaking.
- 19.7 Therefore the requirement for a Unilateral Undertaking would secure the necessary commitments from the applicant and there are no concerns in respect of infrastructure impacts. The recommendation for this application is subject to the completion of the Unilateral Undertaking.

20.0 **Planning Balance**

- 20.1 In the application of the appropriate balance it is considered that there are significant benefits to be had through the provision of a building that can house and host a number of community uses, 20 secure sheltered accommodation apartments and the provision of 4 affordable housing units. The provision of landscaping and redeveloping a vacant site also bring benefits to the area. There is a noted impact on the outlook from the rear of neighbouring property at 20 Randolph Road.
- 20.2 On balance it is recommended that planning permission should be granted in this case as the benefits significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.

21.0 **PART C: RECOMMENDATION**

- 21.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application is approved subject to addressing the outstanding drainage comments, the completion of a Unilateral Undertaking and the conditions set out below:
- 21.2 **CONDITIONS:**

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

(a) Drawing No. 154232-P-STL-001 Rev A, Dated 09/11/2020, Recd On 21/12/2020

(b) Drawing No. 154232-P-STL-002 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(c) Drawing No. 154232-P-STL-003 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(d) Drawing No. 154232-P-STL-004 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(e) Drawing No. 154232-P-STL-005 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(f) Drawing No. 154232-P-STL-006 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(g) Drawing No. 154232-P-STL-100 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(h) Drawing No. 154232-P-STL-101 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(i) Drawing No. 154232-P-STL-102 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(j) Drawing No. 154232-P-STL-103 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(k) Drawing No. 154232-P-STL-104 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(l) Drawing No. 154232-P-STL-105 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(m) Drawing No. 154232-P-STL-106 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(n) Drawing No. 154232-P-STL-200 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(o) Drawing No. 154232-P-STL-201 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(p) Drawing No. 154232-P-STL-300 Rev A, Dated 17/12/2020, Recd On 21/12/2020

(q) Drawing No. 154232-P-STL-301 Rev A, Dated 17/12/2020, Recd On 21/12/2020

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Notwithstanding the details in the approved plans, no development

shall take place above ground works level, until details of the proposed external facing materials, including any paint colours, glazed facades and roof material of the buildings hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be used or occupied prior to the implementation of the approved details. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory external appearance of the development and to respect the setting of nearby listed buildings in accordance with Policies EN1 and EN17 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 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).

4. Notwithstanding the details in the approved plans, no development shall take place until details of the proposed external materials to be used in the construction of the access road, car park, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the details approved unless otherwise agreed in writing by the Local Planning Authority.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

5. None of the uses hereby approved shall commence until details have been submitted to and approved in writing by the Local Planning Authority for a scheme of 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. The scheme shall be implemented in accordance with the approved details and thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

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

6. Notwithstanding the details in the approved plans, none of the uses hereby approved shall commence until full details of hard and soft landscaping proposals, including fully details of the roof terrace garden hereby approved, have been submitted to and approved in writing by the Local Planning Authority. The approved scheme 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

7. None of the uses hereby approved shall commence until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas shown on the approved landscape plan, and should include a time scale for the implementation and be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

8. No development shall take place above slab level until written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in The National Planning Policy Framework, 2012.

9. No development shall begin until details of a scheme (Construction and Environmental Management Plan) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - (i) control of noise
 - (ii) control of dust, smell and other effluvia
 - (iii) control of surface water run off
 - (iv) site security arrangements including hoardings
 - (v) proposed method of piling for foundationsThe development shall be carried out in accordance with the approved scheme or otherwise, as agreed by the Local Planning Authority.

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).
10. Prior to the occupation of any residential unit or any sheltered accommodation apartment hereby approved, details of the proposed system of Mechanical Filtered Ventilation (including proposals for overheating mitigation) within each flat shall be submitted to and

approved in writing by the Local Planning Authority. The development shall be carried in full accordance with the approved details prior first occupation and retained as such at all times in the future. Each Mechanical Filtered Ventilation unit shall then be used and maintained in accordance with the manufactures requirements at all times in the future.

REASON to ensure existing and future residents are not subjected to unacceptable levels of pollution once the development is inhabited, in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the National Planning Policy Framework, 2019.

11. Notwithstanding the provisions of the Town & Country Planning General Development Order 1988 the total gross floorspace of the non residential uses in Building A hereby approved shall not exceed 651 sq m for the community uses and 555 sq m for the office use and no extension or alteration either external or internal, involving an increase in floorspace including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of on-site parking.

12. Pursuant to Condition 11, the office floorspace hereby approved shall be used only by staff either employed by Slough Borough Council, public sector agencies or voluntary sector organisations and shall not be sub- divided or let to another occupier.

REASON The site is out of the town centre and therefore not appropriate for office development on accordance with Policy 5 of the Core Strategy 2002-2026 and to ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area in accordance with Policy EN1 of The Local Plan for Slough 2004.

13. Pursuant to Condition 11, the community hub floor space hereby approved shall be used for uses within use classes E(e), E(f), F1(a), F1(b), F1(c), F1(d), F1(e), and F2(b) and for no other purpose (including any other purpose in Classes E or F of the Schedule to the Town and Country Planning (Use Classes) Order 1987, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order.

REASON : To ensure the development is implemented and retained as a flexible community facility in the interests of the amenities of the area and to comply with Policy 5 of the Core Strategy 2002-2026 and Policy EN1 of The Local Plan for Slough 2004

14. None of the uses hereby permitted shall commence until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include provisions to :

a) Ensure that spaces cannot be owned/let/allocated to anyone who is

not a resident or does not have a car/need a parking space.

b) Demonstrate the allocation of residential and non-residential parking spaces.

c) Set out the EV charging space arrangements showing location of EV chargers and accessibility arrangements/allocations.

d) How use of charging point spaces by non plug-in vehicles will be restricted.

e) Allocation of any visitor spaces.

None of the uses hereby approved shall commence until the car park management scheme has been implemented as approved. Thereafter the allocation and use of car and electric vehicle parking spaces shall be in accordance with the approved scheme.

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area and to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019

15. None of the uses hereby approved shall commence until details have been submitted to an approved in writing by the Local Planning authority of the proposed plant and equipment installations required to facilities the development hereby approved. The details shall include the specifications of the plant and equipment and an associated noise assessment that assesses the impact of their installation. The works shall then be carried out in accordance with the approved details and thereafter be retained unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed installations do not result in noise impacts that adversely affect neighbouring residential amenity in the interests of Policy 8 of the Core strategy 2006 - 2026

16. The development hereby approved shall be implemented to fully include the proposals and measures set out in the Energy Strategy produced by Desco Ltd, reference 2046-50-RPT-04, Issue 3, dated 6 November 2020 unless otherwise agreed in writing with the Local Planning Authority.

Reasons: To ensure that the development provides sustainable energy benefits to the development in the interests of Policy 8 of the Core Strategy 2006 - 2066.

17. The windows to be created in the first floor southern elevation of Building B 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 loss of privacy to adjoining occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

18. The development hereby approved shall be implemented to fully include recommendations and arboricultural protection method statement as set out in the Tree Condition Survey, Arboricultural Implications Assessment and Protection Recommendations report produced by Goodger Design Associates dated 30 October 2020 unless otherwise agreed in writing with the Local Planning Authority.

Reasons: To ensure that the development does not affect the amenity value provided by retained trees in the interests of Policy 8 of the Core Strategy 2006 - 2066.

19. No construction or development shall commence on site until a Construction Traffic Management Plan has been submitted and approved in writing by the Local Planning Authority. The CTMP shall include details of: hours of construction, duration of construction, hours of deliveries, traffic management measures, provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance. Any deliveries of the mast or construction materials shall be scheduled to occur outside the peak periods of 0700 – 1000 and 1600 – 1900. The Plan shall thereafter be implemented as approved before the development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

20. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Adopted Vehicle Crossover Policy.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

21. No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development

22. No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be

kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

23. The development shall not begin until details of the disposal of surface water from the highway have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details. No surface water from the development shall drain onto the public highway.

REASON: To minimise danger and inconvenience to highway users.

24. Notwithstanding the details in the approved plans, none of the uses hereby approved shall commence until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to first use of the development and shall be retained at all times in the future for this purpose.

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

25. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway

26. No part of the development hereby permitted shall be occupied until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include provisions to :
- a) Ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
 - b) Ensure spaces are not permanently linked to dwellings.
 - c) State how electric vehicle charging point spaces will be made available to residents with plug in vehicles.
 - d) How use of charging point spaces by non plug-in vehicles will be restricted.
 - e) Allocation of any visitor spaces. No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter the allocation and use of car and electric vehicle parking spaces shall be in accordance with the approved scheme.

REASON to provide mitigation towards the impacts on the adjacent Air

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

27. Notwithstanding the details in the approved plans, no part of the development shall commence use until the design of the bin storage areas has been agreed with SBC in accordance with the standards set out in the Slough Developers Guide. The bin storage shall be provided in accordance with these plans prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that adequate refuse storage is provided to serve the development

28. Development works shall not commence until a Phase 1 Desk Study has been submitted to and approved in writing by the Local Planning Authority. The Phase 1 Desk Study shall be carried out by a competent person in accordance with Government, Environment Agency and Department for Environment, Food and Rural Affairs (DEFRA) guidance and approved Codes of practices, including but not limited to, the Environment Agency model procedure for the Management of Land Contamination CLR11 and Contaminated Land Exposure Assessment (CLEA) framework, and CIRIA Contaminated Land Risk Assessment Guide to Good Practice C552. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors and potential pollutant linkages (PPLs) to inform the site preliminary Conceptual Site Model (CSM).

REASON To ensure that the site is adequately risk assessed for the proposed development, this is in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

29. Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Core Policy 8 of The Slough Local Development Framework, Core

30. Development works shall not commence until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008