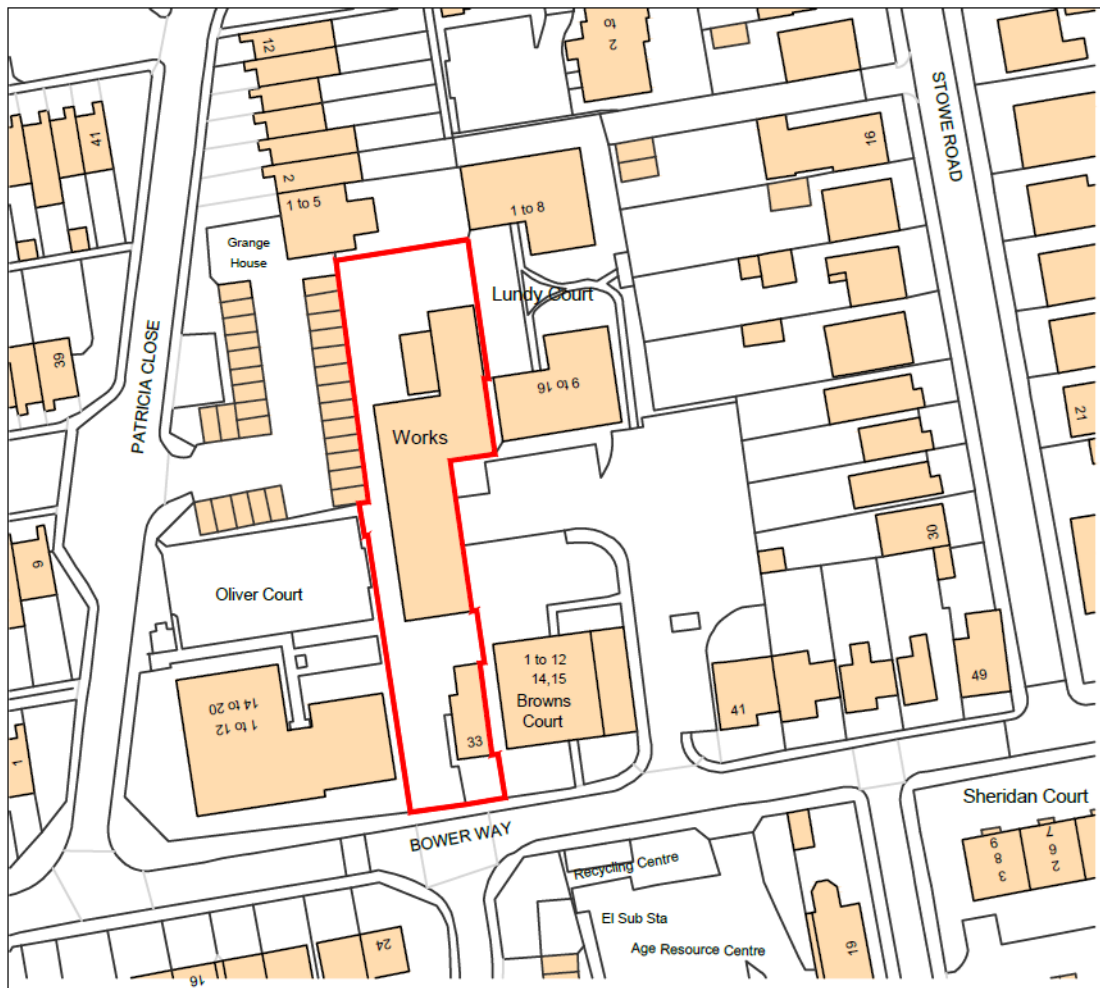


Registration Date:	9 th October 2020	Application No:	P/02093/003
Officer:	Neil Button	Ward:	Cippenham Green
Applicant:	Mr Purewall Mapgro Ltd	Application Type:	Major
		13 Week Date:	
Agent:	Mr Albert Ogunsanya, Zyntax Chartered Architects, 8 Arborfield Close, Slough, SL1 2JW		
Location:	33 Bower Way, Slough, SL1 5HW		
Proposal:	Demolition of existing buildings and redevelopment of the site to comprise a three storey block and two and a half storey block of flats in tandem arrangement comprising 12no. flats (4no. 1 bedroom flats, 6no. 2 bedroom flats and 2no. 3 bedroom flats) with 15no. parking spaces, associated cycle and bin storage and garden amenity.[Revised Plans received 18.12.2020]		

Recommendation: Delegate to the Planning Manager for Approval



1.0 **SUMMARY OF RECOMMENDATION**

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

A. Approval subject to:

- (i) finalising conditions and any other minor changes;

1.2 The proposals comprise 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 proposed development comprises the demolition of the existing two storey residential building (which comprises 2 flats) along with the workshop and associated structures to the rear of the site to facilitate the redevelopment of the site for two buildings to provide 12 flats with 15 x associated car parking spaces, cycle storage, external landscaping and amenity space, bin stores and associated works.

2.2 The proposals will provide 12 flats comprising 4 x 1 bed units, 6 x 2 bed and 2 x 3 bed flats. This comprises a net increase of 10 residential dwellings on the site.

2.3 15 x car parking spaces are provided within the frontage forecourt, the undercroft to the front block and rear car parking courtyard. All spaces will contain charging points for Electric Vehicles.

2.4 The frontage block comprises a three storey split level building with residential accommodation on part of the ground level and first and second floors. The frontage blocks also comprises car parking spaces for 2 cars within the undercroft along with a bin store and cycle store.

2.5 The rear block comprises a two and a half storey building with accommodation on all three floors. The second floor level is within the roofspace and provides additional accommodation connected to the first floor flats to provide 2 x 3 bed maisonettes.

2.6 The proposals have been revised to address concerns raised in response to feedback from planning officers and representations made by members of the public. The proposed development has been reduced from 14 to 12 flats and the plans have been revised to accommodate 15 car parking spaces for the 12 flats. Internal alterations have been made to the plans to improve the standard of residential accommodation. The studio apartments have been omitted and the size of specified units has been increased to provide 3 bed maisonettes which could accommodate families.

3.0 Application Site

- 3.1 The site consists of linear plot of land which has been subdivided to provide a two storey residential block (containing 2 flats) at the site frontage adjacent to Bower Way with a single storey workshop extending to the rear of the site behind the residential block. The workshop provides approx. 450 sqm of Class B2 floorspace and has been vacated at the time this report was written. The on-site structures remain in situ. Vehicular access to the rear workshop is provided at the western side of the residential block off Bower Way.
- 3.2 To the east comprises 1-15 Browns Court (a three storey flatted block) and the vehicular access and car parking area which serves both and Browns Court. Lundy Court (2 x 2 storey flatted blocks) is located to the north and north east of the site wrapping around the north east site boundary. 1-5 George House (2 storey flats) and a garage block accessed from Patricia Close is located to the north and north west of the site boundaries. Oliver Court (3 storey flats) and parking court is located immediately to the west of the site. There are other residential flatted blocks on Bower Way (including Sheridan Court to the south east) and residential dwellinghouses which mainly comprise two storeys in proximity to the site. The character of the area is predominantly residential with dwellinghouses and flatted blocks.
- 3.3 The site is located to the north of Bower Way, Cippenham. Elmshott Lane is located circa 175m to the west which connects with the Bath Road to the north.
- 3.4 The site is located in a reasonably accessible location with services and facilities located on Elmshott Lane (circa 175m to the west) with a wider range of services and facilities located on and in close proximity to the Bath Road to the north of the site. There is a bus stop located immediately adjacent to the site frontage which offers bus services to Slough Town Centre and the Trading Estate which in turn offers higher order services and facilities. A range of additional bus routes serve the bus stops located along the Bath Road to the north of the site.
- 3.5 Slough Town Centre is located circa 4km east of the site. Slough Town Centre offers a wide range of services and facilities including Queensmere Observatory Shopping Centre, restaurants and cinema.
- 3.6 Burnham rail station is the closest station to the site (circa 950m) to the north. Burnham rail station is one of the stations to benefit from the new Crossrail service and currently provides services to Central London, Slough, Maidenhead and Reading.

4.0 Relevant Site History

- 4.1 The relevant planning history for the site is set out below:

P/02093/001 - Erection of single storey extension to engineering works.
Approved 15-June-1994

P/02093/002 - Change of use from a house into two self contained flats (retrospective). Approved 1st September 2001.

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) 3 x site notices was displayed outside the site on Bower Way and adjacent to the surrounding flatted blocks at Oliver Court and Lundy & Browns Courts on 9th October 2020 and 4th January 2021. The application was advertised as a major application in the Slough Express. The second consultation expired on 25th January 2021.

13 responses have been received raising objections to the proposed development. The following points have been raised.

- Proposals will result in car parking on the pavement;
- People will be forced to use the road to avoid parked cars;
- Parking in Abbey Close will get worse;
- Inadequate car parking for each new flat and visitors;
- Increase in traffic leading out of junction will cause road safety problem;
- 14 flats will cause traffic problems and pollution;
- Increase in population will put pressure on local schools and GP surgeries;
- Don't want Cippenham to be over-populated or over-developed;
- Air quality will decline;
- Public services will suffer;
- Development is unsustainable;
- Proposals will have negative impact on area;
- Too many flats in the area are planned, including the proposals at Elmshot Lane, Cippenham Working Mans Club and on Bath Road (National Tyre Hire);
- Bower Way will suffer from all of the construction traffic;
- The space is not big enough to accommodate all of the flats proposed;
- Cars will struggle to access the site due to the position of the first block;
- Disruption of light to adjoining blocks of flats;
- Demolition of buildings will disrupt residents whom work from home;
- Noise disturbance from demolition and construction;
- No benefit to development;
- Not in the interests of residents of businesses in Cippenham

5.2 A letter has also been received from the Leader of Slough Borough Council reflecting the following comments:

A number of residents have expressed their concern to me regarding the above referenced planning application and have asked me to express their objections to the proposed development to the Council's planning department.

They have raised material concerns around highway safety in terms of increased traffic flow and congestion within the area of the proposed development. They have also raised concerns that the proposed amount of car parking space does not meet the needs of the development itself

and will have an adverse affect on the availability of parking in neighbouring streets.

Although I appreciate the application will be judged on merit against the Council's agreed planning policies I would be grateful if these concerns could be considered as part of the determination process.

6.0 **Consultations**

6.1 Transport & Highways: No objections to the proposals. Detailed comments on the revised scheme and Transport Statement to be included in Addendum.

6.2 Environmental Quality – Noise:

No objections subject to below:

Consideration of development orientation and internal layout for screening purposes and to locate bedrooms facing away from noise sources, to ensure an internal noise level of LAeq 35 dB is not exceeded during the day or LAeq 30 dB during the night, or LAMax levels of 45dB are not exceeded more than 10-15 times per night

Application of good acoustic design principles such as acoustic glazing for windows, and potential for air ventilation systems.

Initial comments recommended submission of a noise assessment but further comments advise that it is not required for a scheme of this scale and due to the existence of existing residential use on the site.

6.3 Environmental Quality – Air Quality

In line with the Slough Low Emission Strategy, the scheme is considered to have a minor impact on air quality. The scheme would typically require an assessment of potential exposure of future residents to concentrations of NO₂, however due to the location of the development, this is not likely to be an issue. In line with the Low Emission Strategy, minor developments require integration of Type 1 Mitigation measures, outlined below.

- A suitable electric vehicle charging point, in line with table 7 of the Low Emission Strategy Technical Guidance and specified within the Low Emission Programme, shall be provided for all parking spaces
- Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. It must contain details of noise and dust mitigation.
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report.
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report.

6.4 Environmental Quality – Ground Contamination:

No objections subject to imposition of conditions requiring a site investigation and risk assessment, intrusive investigation statement, remediation method statement and remediation validation.

6.5 Crime Prevention Design Advisor:

No objections subject to the following recommendations:

Postal services: Layout plans identify the location of the Communal entrance but does not yet show details of a secure lobby or location of the residential letterboxes. Tarde buttons must be omitted from the scheme. Secured by Design best practice offers three solutions to this issue; (1) creating an airlock system with secure boxes within the airlock area; (2) external secure letterboxes; or (3) through the wall letterboxes. For this development. The third (3)solution would be the preferred. Amended plans detailing location of post boxes be submitted prior to approval.

The applicant should provide details of type style of proposed boundary treatments specifically for the rear boundary of the car park. Rear boundary treatment should be minimum of 1.8m, robust and difficult to climb.

The undercroft/ rear car park is welcomed. Noted that a roller shutter and pedestrian pass gate has been proposed. I strongly recommend that electronic access is controlled by open lath (visually permeable) roller shutter, capable of being operated without the drive having to leave the car.

A condition is recommended which ensures the principles and standards of Secured by Design are incorporated into the scheme to ensure that the development achieves the highest standards of design in terms of safety and security, safe guarding future residents.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework 2019 and National Planning Policy Guidance:

Chapter 2: Achieving Sustainable Development

Chapter 4: Decision making

Chapter 6: Building a Strong Competitive Economy

Chapter 7: Ensuring the vitality of town centres

Chapter 8: Promoting healthy and safe communities

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed places

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

Chapter 15: Conserving and enhancing the natural environment

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.

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

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
Core Policy 3 – Housing Distribution
Core Policy 4 – Housing Type
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 - Infrastructure
Core Policy 12 – Community safety

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

Policy H10 – Minimum Density
Policy H14 – Amenity Space
Policy EN1 – Standard of Design
Policy EN3 - Landscaping
Policy EN5 – Design and Crime Prevention
Policy T2 – Parking Restraint
Policy T8 – Cycling Network and Facilities
Policy T9 – Bus Network and Facilities

7.4 Other Relevant Documents/Guidance

Local Development Framework Site Allocations Development Plan Document
Proposals Map 2010
Developer Guide Part 3: Highways and Transport (2008).

7.5 Planning and Compulsory Purchase Act 2004

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.

7.6 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals. This planning report identifies the possible equality impacts on the protected groups within the following sections.

8.0 **Planning Assessment**

8.1 The planning considerations for this proposal are:

- Principle of Use
- Impact on the character and appearance of the area
- Housing Mix and Standard of Accommodation
- Impact on amenity of neighbouring occupiers
- Highways/Transport and parking
- Drainage Impacts
- Safe and Accessible Environment

9.0 **Principle of Use**

9.1 **Core policy 1 (Spatial strategy)** states that the requirement for new development to comply with the Spatial Strategy includes that on sites other than those in the town centre and on key regeneration locations “*the*

scale and density of development will be related to the site's current or proposed accessibility, character and surroundings." The Policy notes that *'Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited'*". **Core policy 3 (Housing distribution)** permits *"additional housing within the town centre or in other appropriate urban areas in accordance with the Spatial Strategy"*. *New development should not result in the net loss of any existing housing.* **Core policy 4 (Housing type)** states that *"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"*.

- 9.2 The proposals relate to the redevelopment of a brownfield site (Previously Developed Land) to provide 12 x 1-3 bed residential apartments to suit a range of housing needs. The employment use has now ceased on the site, and in accordance with the NPPF the site is a brownfield site in a moderately sustainable location and therefore moderate weight should be given to the benefit of using the site for new homes to meet a clear housing need.
- 9.3 The site is not located within a defined employment location and there are no policies seeking to resist loss of employment generating floorspace. The site is located within a predominantly residential area in Cippenham close to local facilities (shops, schools, playing fields, community facilities) therefore the change of use of part of the site to residential is considered to be acceptable in land use terms given the residential use is more compatible with the prevailing character of the locality. The loss of the employment use and change to residential is considered to be an improvement in environmental terms due to the removal of a noise and unneighbourly use.
- 9.4 The proposed development comprises the demolition of a vacant former industrial workshop (comprising approx. 450 sqm Class B2 floorspace) and removal of associated structures from the site, in addition to the demolition of the existing two storey residential building (Class C3) which consists of a former dwellinghouse converted into 2 flats. The demolition will facilitate the residential redevelopment of the site comprising the erection of a three storey frontage block and rear two and a half storey block to provide 12 new residential apartments with associated car and cycle parking, amenity space, landscaping and bin stores.
- 9.5 The demolition of the existing two storey residential building is considered to be acceptable given the net increase of accommodation on the site (+10 dwellings). The proposals will result in no loss of family accommodation given the existing accommodation comprises 2 x flats. The proposals provide 2 x maisonettes within the rear block which are designed to provide three bedrooms including accommodation within the roof. These properties could accommodate families which would have access to the rear amenity space.
- 9.6 In conclusion, the loss of employment generating floorspace and provision of additional residential use within a brownfield site is considered to be

acceptable and would comply with Core Strategy Policies 1, 3 and 4 and the NPPF which supports the redevelopment of previously developed land and the need to boost housing supply in sustainable locations.

10.0 Impact on the character and appearance of the area

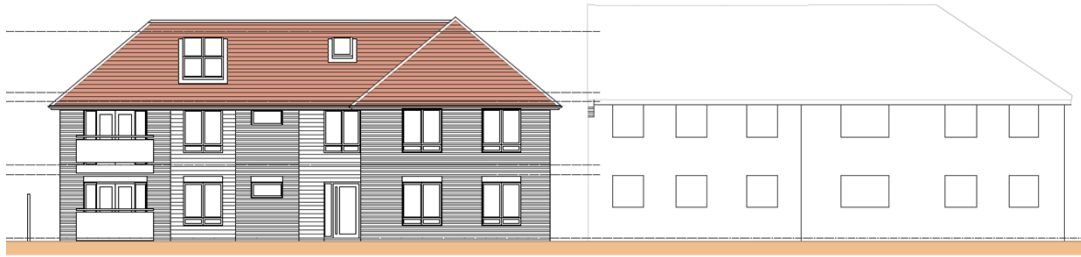
10.1 The thrust of Policy EN1 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy is that the design of proposed residential development should be of a high standard of design and reflect the character and appearance of the surrounding area.

10.2 The NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Development should function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development and provide for an appropriate mix of uses, respond to local character and history, create safe and accessible environments which are visually attractive.

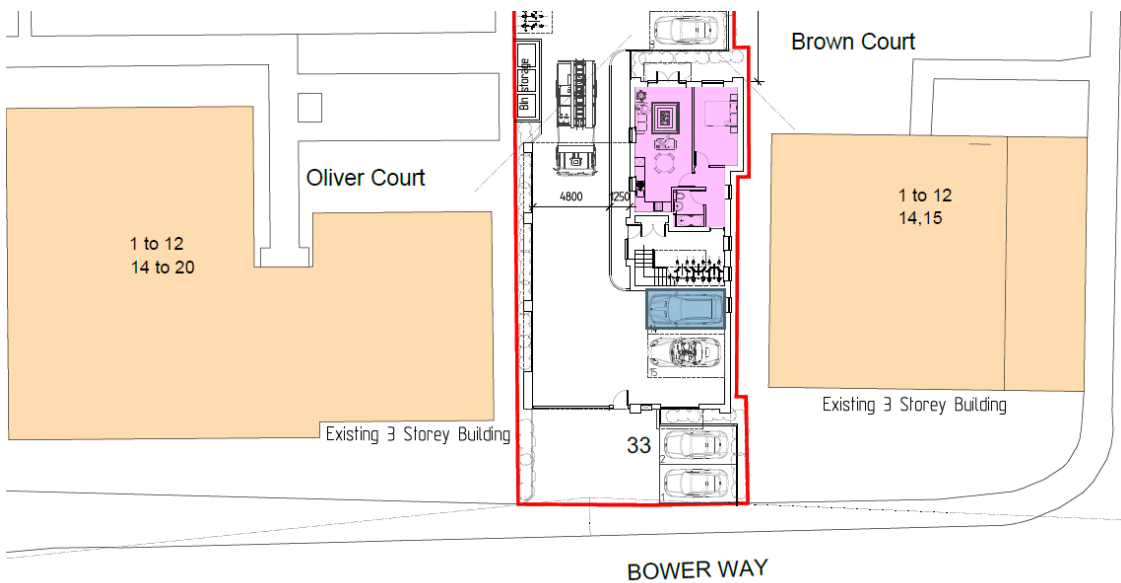
10.3 **Scale and Height:** The proposed development proposes a frontage block adjacent to Bower Way which comprises a three storey building with a hipped style roof and projecting front bay with a front hipped roof profile. The context elevations (illustrated below) illustrates that the adjoining blocks of flats to the east (Browns Court) and west (Oliver Court) comprise three storey buildings, albeit with shallower roof pitches. The height of the development slightly exceeds these but the proportion of the roof is considered to satisfactorily relate to the overall proportions of the façade. There would be limited views of the flank elevations of the development from the streetscene given the siting, height and scale of the adjoining flatted blocks. As such, although the building would be read in its context as being taller than the adjoining blocks, the impact on the streetscene would not be harmful.



10.4 The rear block comprises a two and a half storey building which lines up with the adjacent block of flats to the east (9-16 Lundy Court). The roof profile comprises a hybrid hipped/crown roof articulated with Cabrio-style Windows and velux windows. The below image illustrates that the scale of the rear block and proportion of the roof level relates well to the adjacent flatted block. To the west comprises a garage block and the development is located over 1m from the boundary to the north/west. The relationship between the proposed rear block and the adjoining buildings is considered to be acceptable in terms of scale and height.



10.5 **Siting & Layout:** The proposed frontage block is located behind the building line of Oliver Court to the west and slightly in front of the building line of Brown Court to the east. This follows a slightly stepped building line which is consistent with the pattern of development in the street.



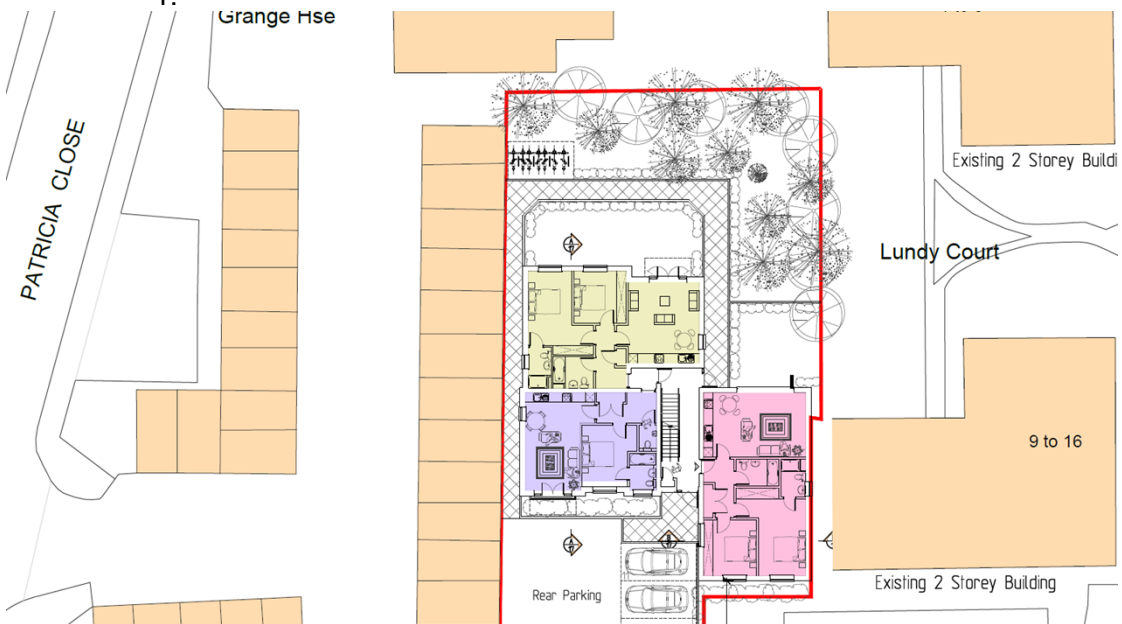
10.6 The frontage block projects beyond the rear elevations of the adjoining blocks but not beyond the 45 degree plane as measured from the adjoining properties (taken from the centre of the closest windows on the facades at ground floor level) as shown on the above plan. It is considered that the frontage block is sited appropriately on the plot to ensure it relates to the pattern of development in the area. The siting of the building provides sufficient gaps between the adjoining buildings on both sides to avoid the infilling/terracing of the built frontage on Bower Way.

10.7 The eastern flank of the rear block is located alongside the adjacent 2 storey Lundy Court (9-16). The western element of the rear block projects beyond the eastern part of the building. The western flank of the rear block would be viewed from Patricia Close to the west above the single storey garage block. The area to the north of the rear block comprises a communal amenity garden for residents in the development. This relates to the corresponding amenity space and external area adjacent to Lundy Court. The plans identify a number of trees planted in this area to form a soft visual buffer between the buildings. Given the predominant height of the surrounding block of flats is 2 storey, the development would be read against this context and within the group of buildings. This arrangement and configuration is considered to be acceptable without resulting in harm to the surrounding townscape context.

10.8 **Density:** At the national level, Section 11 of the NPPF requires that planning policies and decisions should promote an effective use of land while safeguarding and improving the environment and ensuring safe and healthy living conditions, maintaining the prevailing character and setting, promoting regeneration and securing well designed, attractive and healthy places. Paragraph 122 of the NPPF relating to achieving appropriate densities states that in supporting development that makes efficient use of land, it should taking into account of the importance the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it. Core Policy 1 sets out that proposals for high density housing will be located in the appropriate parts of Slough town centre. Elsewhere, the density of development will be related to the site's current or proposed accessibility, character and surroundings.

10.9 A density range of 40-75 dwellings per hectare is recommended for urban sites (outside of town centres) which constitutes the suggested range for this development. The proposed scheme has a density of 88 dwellings per hectare which is marginally above the upper levels set out in the Core Strategy for urban locations.

10.10 It is considered that the scale and density of development will be related to the site's current accessibility, character and surroundings which contain a no. of flatted developments in a moderately accessible location. This would demonstrate compliance with the Council's adopted Core Strategy Policy 1.



10.11 **Design Quality:**

10.12 The proposed elevation drawings confirm that the predominant material will be a combination of Weinerberger Chancery Yellow multi facing and crofters medley wirecut bricks. The bay features in the frontage block comprise a mocha coloured K-render articulated with perforated metal balconies. The annotated drawings are unclear as to how the brickwork will be arranged and therefore a condition is recommended to ensure the brick specifications are clear. The proposed windows will comprise dark

grey UPVC frames. The roof materials will comprise Marley Edgemere interlocking concrete slate tiles with velux and Cabrio-style (fold-out style) windows. The see-through roller shutter (to the undercroft in the front block) would form a prominent feature of the front elevation and given the scale of this feature, it is considered to detract from the domestic residential character of the frontage block and of the adjoining brick built flatted blocks. It is recommended that further consideration is given to this material and a condition is recommended to ensure the shutter is designed with an enhanced appearance without compromising the functional qualities.

10.13 The proposed use of brickwork relates to the predominant brick based buildings within the area with the use of render to produce a counterpoint along with metal balconies providing further contrast and articulation. The form and design of the metal balconies is not specified and this needs to be provided to ensure the contrasting non-brick elements relate to the brickwork and dark grey windows. This could be secured by condition.

10.14 The proposed façade of the front block contains a communal residential entrance incorporated into the metal roller shutters framing system with an opening within the main building comprising steel bars at ground level. This detracts from the façade by creating a somewhat inactive frontage with limited natural surveillance at ground level. It is recognised that there is a balance between providing living accommodation on the ground level with delivering good quality urban design with active frontages to enhance the streetscene and provide natural surveillance. The applicant has opted to position the ground floor residential unit at the rear of the front block which would face onto the parking courtyard at the centre of the block. Officers consider this element of the proposal does not demonstrate a good standard of design and it would have been preferable if the ground floor unit was positioned at the frontage to improve the relationship with the street.

10.15 Notwithstanding the aforementioned design concerns, subject to conditions relating to the brickwork, the re-design of the shutters and specification of the metal balconies, it is considered a satisfactory standard of design could be achieved which would result in an improvement to the current appearance of the site which contains an unsightly workshop and two storey dwelling. Subject to these details, the impact on the character and appearance of the streetscene would be acceptable and the proposal is capable of demonstrating compliance with Policy EN1 of the Local Plan and Policy 8 of the Core Strategy and the guidance set out in the NPPF.

11.0 **Housing Mix and Standard of Accommodation**

11.1 Core Policy 4 that 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. The supporting text to Policy 4 notes that to ensure that an appropriate amount of housing is provided in suitable locations, the Core Strategy has to ensure that there is a wide choice and mix of housing to meet local needs. One of these consequences of implementing the Spatial Strategy of “concentrating

development” is that there will be a predominance of high density flats built in the town centre.

11.2 The proposals contain a mix of one, two and three bed units which provides for a range of accommodation needs including family accommodation. The provision of family accommodation in particular is supported and is consistent with the need for such housing within Slough. This would contribute to the range of housing typologies in the area which contain a mix of dwelling-houses and flatted blocks (including the adjacent blocks). The site is walking distance from Elmshot Lane (260m) to the west which contains shops, schools and community facilities. Officers consider that due to the proximity of public transport connections on Bower Way and Bath Road, with Burnham Station a 15min walk away, the site is moderately located and is accessible to local facilities. Due to the locational characteristics, the site is within an area which is suitable for the proposed modest sized flatted development which contains a range of one, two and three bed properties.

11.3 The proposed quality of the residential units and private and communal amenity areas has also been considered by officers and regard has been given to the detailed floor plans submitted for each apartment. The below flat sizes are proposed:

Block	Flat No.	Bed No.	Area sqm
Front	1	1 bed	50 sqm
Front	2	2 bed	78 sqm
Front	3	1 bed	50 sqm
Front	4	2 bed	90 sqm
Front	5	1 bed	50 sqm
Front	6	2 bed	90 sqm
Rear	7	2 bed	75 sqm
Rear	8	2 bed	70 sqm
Rear	9	1 bed	50 sqm
Rear	10	2 bed	75 sqm
Rear	11	3 bed	100 sqm
Rear	12	3 bed	149 sqm
Total NO:	12 Flats		

11.4 The above accommodation schedule demonstrates that the proposed accommodation within all flats exceed the minimum flat sizes set out in the Nationally Described Space Standards.

11.5 The floorplans have been revised to incorporate larger living spaces in the frontage block, larger habitable rooms within the roofspace of the rear block and the omission of studio apartments. A combination of these changes has improved the quality of accommodation within the development. The proposals have been designed to ensure that all apartments have access to a balcony, a Cabrio-style openable window or an external area in close proximity to the living areas. The external area to the rear of the rear block is not well related to the apartment block and creates leftover space. It is unclear who would manage and maintain this space and whether it would be accessible to residents in the frontage

block. Therefore, a condition is recommended to ensure the detailed design of this space and to confirm the landscape management and maintenance arrangements. The condition will need to confirm whether this space is accessible to all residents or just the rear block and also how the side access is controlled (given the plans do not indicate any gateway or door).

11.6 There is some residual concern about the accommodation within the second floor level in the rear block with substantial parts of the rooms being located under the roof pitches. The applicant has submitted to internal sections seeking to demonstrate that there is sufficient width and head-height within bedroom 3 in flat 11 and in the en-suites to flats 11 and 12. Officers consider the illustrations indicate that parts of the internal area would be unduly compromised and this would create a poor quality living environment. It is recommended that additional sections are submitted to demonstrate that there is sufficient head height above 1.7m and that the spaces under 1.7m within the rooms are fit for their indicated purposes (ie: en-suites, or fitted furniture). Notwithstanding these concerns, as the accommodation provides accommodation linked to the apartments 11 and 12 on the first floor, it is considered that there could be adequate accommodation already proposed and that the shortcomings could be addressed by condition.

11.7 Subject to the above condition, it is recommended, on balance that an adequate level of accommodation is capable of being provided.

12.0 **Impact on Residential Amenity**

12.1 Sunlight, Daylight, Overshadowing, Privacy

12.2 Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship to nearby properties. The NPPF at paragraph 127 sets out guiding principles for the operation of the planning system. One of the principles set out is that authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

12.3 In considering the proposals, officers have had due regard for the impacts on the amenity and living conditions of residents residing within adjoining and adjacent dwellings. The proposals have been considered with regards to the impact (of the development) on the existing levels of privacy, daylight, sunlight and overshadowing to determine whether the residential amenity within neighbouring properties would be materially affected.

12.4 With regards to daylight and sunlight, both blocks have been designed to avoid causing undue loss of light at the adjoining flats within Oliver and Brown Court (in regards to the frontage block) and Lundy Court to the rear. The frontage block is within a 45 degree plane when measured from the rear facing windows on both Brown and Oliver Court. These windows are not affected by other existing obstructions and officers consider the levels of daylight and sunlight enjoyed will remain substantially unaffected.

12.5 At the rear, the layout of the rear block has been designed to ensure the rear facing windows in 9-16 Lundy Court are not obstructed by the

development. The relationship bares a similar proximity to that of the adjacent block to the north 1-8 Lundy Court. It is considered the development would not cause an obstruction in terms of the levels of daylight or sunlight enjoyed, considering the existing scale of the former workshop building.

- 12.6 The proposed blocks have been designed to ensure there are no habitable room or principal windows on the flank elevations which could potentially overlook existing windows within Oliver, Brown or Lundy Court. Save for the first floor east facing dining/kitchen window at the rear block, all habitable room windows are either south or north facing. This window is located away from the eastern boundary of the site and approx. 17m from the nearest window in 9-16 Lundy Court. It is considered that the distance is sufficient to avoid being visually intrusive. Notwithstanding this, additional boundary landscaping is proposed as part of the landscaping scheme and this will create a further visual buffer to prevent overlooking. All other non-habitable room windows on the eastern and western flanks will be designed to comprise obscure glazed windows. This will be conditioned.
- 12.7 In conclusion, it is considered the proposed development would not cause any demonstrable visual intrusion or be visually obtrusive. It is considered the proposal would not give rise to unacceptable overlooking, cause privacy loss or cause material loss of daylight or sunlight to the detriment of adjoining residents within surrounding properties.
- 12.8 Taking into account the above assessment, it is considered that the resulting daylight, sunlight, overshadowing and privacy impacts are such that the development is concluded to have an acceptable relationship with adjoining buildings (in terms of residential amenity and the conditions therein). The proposals are in accordance with the NPPF (2019), Local Plan Policy EN1 and Core Strategy Policy CP8.

13.0 Noise

- 13.1 Paragraph Paragraph 170 of the NPPF 2019 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things) “preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. ...”
- 13.2 The existing site comprises an unrestricted B2 workshop which if brought back into use comprises a noise generating use which is capable of causing some environmental disturbance to adjoining residential properties. It is considered that the proposed additional residential use of land is consistent with the pattern of development in the area and would be a more environmentally compatible use than the workshop.
- 13.3 It is also noted that the existing site contains two residential dwellings. The development would result in a net increase in 10 units within an area with flatted developments adjoining the site to the east and west. The floorspace schedule above demonstrates that the site is capable of accommodating the additional dwellings without being over-dense or being too close to adjoining properties to cause significant additional noise

disturbances.

- 13.4 The Environmental Quality Officer has queried whether a Noise Assessment should be provided to ensure the proposed internal accommodation is sufficiently protected against external noise sources. It is considered a planning condition should be secured to enable the internal rooms to be protected against external noise which is sufficient to enable the proposed accommodation to be afforded protection.
- 13.5 The consultation responses have raised concerns relating to noise and disturbances from the additional traffic caused by the development including construction traffic, and from the construction and demolition processes which will be carried out on the site. These impacts could potentially affect living conditions of nearby occupiers within dwellings in close proximity to the site and within surrounding streets if not controlled. It is recommended that planning conditions are imposed which require the submission and approval of a construction management plan and a demolition method statement. These reports will need to set out the detailed measures to be deployed by the contractors carrying out the demolition and construction work and they will require strict adherence.
- 13.6 It is recommended that the conditions will require approval prior to demolition and any commencement of development on the site. Subject to these measures, it is considered the proposals will not result in a substantial material increase in noise levels at the site.

14.0 Highways/transport and parking

- 14.1 Local Plan Policy T2 (Parking Restraint): on site parking will be restricted in accordance with the Integrated Transport Strategy. Local Plan Policy T8 (Cycling Network and Facilities): permission will not be granted for proposals which do not include suitable cycle access, facilities and cycle parking. Core Strategy Policy 7 (Transport) requires all new development should reinforce the principles of the transport strategy as set out in the council's Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel. The SBC Parking Standards should be used to determine the appropriate level of parking provision at the proposed development. The proposed parking standards can be found in the Slough Developers Guide – Part 3: Highways and Transport (2008).
- 14.2 Paragraph 108 states that in assessing specific applications for development, it should be ensured that:
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
- 14.3 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 14.4 Paragraph 110 of the NPPF states development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 14.5 **Access:** A shared vehicular and pedestrian access to the site is proposed in the same location as the existing access as shown on the proposed site plan. The access forms a cross-road with Bower Way and Abbey Close. Bowyers Way is subject to a 30mph speed limit.
- 14.6 The applicant has demonstrated that visibility splays of 2.4m x 43m can be provided from the proposed site access in accordance with the Manual for Streets visibility standards for roads subject to a 30mph speed limit. Pedestrian visibility splays of 2m x 2m have also been demonstrated.
- 14.7 A review of publicly available collision data has been undertaken using CrashMap.co.uk. One slight accident was recorded approximately 40m west of the site access on 07/05/2016 involving two vehicles. No other accidents have been recorded in the vicinity of the access and the collision record does not indicate an existing highway safety problem which would be exacerbated by the proposed development.
- 14.8 **Layout:** The applicant has provided a swept path analysis using AutoTrack which demonstrates that a large car (measuring 5.1m long in accordance with Design Bulletin 32), can ingress and egress each of the parking spaces within the development. The internal site layout can be shown to function without creating unduly dangerous manoeuvres. The tracking diagrams illustrate the functionality of the layout. There are no concerns for fire/emergency vehicle using the layout.
- 14.9 **Drainage:** The applicant has provided details of the drainage arrangements by way of a Technical Surface Water/Drainage Report. The report demonstrates that the development can be designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
- 14.10 **Car and Cycle Parking**
- 14.11 **Vehicle Parking:** The SBC Parking Standards for residential dwellings proposed in an existing residential area such as Cippenham are provided in Table 1 below:

	Requirement Spaces per Dwelling		Requirement for 33 Bowyer Way	
	Car	Cycle	Car	Cycle
1 Bedroom (Communal Parking)	1.25 minimum	1 space (min)	5	4
2-3 Bedroom (Communal Parking)	1.75 minimum	1 space (min)	14	8
Visitor		Required	3	5
Total		13 (min)	19	17

Table 1: SBC Minimum Parking Standards for Residential Dwellings in an Existing Residential Area

- 14.12 As shown above, the minimum requirement for parking at 33 Bower Way is 19 car parking spaces and 17 cycle parking spaces. This is based on the parking standard for communal un-allocated parking which offers greatest flexibility. If parking spaces are assigned to each dwelling, then a greater number of spaces are required by the SBC Parking Standard to ensure that visitor parking is accommodated.
- 14.13 The Transport Statement submitted by the applicant confirms that there is a total of 15 parking spaces of which 12 are to be allocated (one per apartment), with three unallocated for residential overspill / visitor parking. Each allocated parking space will be fitted with an overnight EV charger to allow for electric vehicles. The proposed 15 parking spaces represent a shortfall of 4 spaces compared to the standard which comprises a parking ratio of 1.15 spaces per dwelling. It is concluded that the proposals would not meet Slough Borough Council's Car Parking Standards.
- 14.14 Chapter 7 of the Slough Local Plan advises that: *'Minimum parking standards may, however, continue to be applied to any small scale residential development that is allowed within the existing residential areas under the Spatial Strategy. This would take account of the expected levels of car ownership and recognize the importance of promoting good design in order to protect the character and amenities of the suburban areas'* – Paragraph 7.132. Core Policy 7 also advises that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.
- 14.15 To assist in coming to a view on the proposals, the applicant has submitted a Transport Statement (TS) which considers the level of car parking in the context of the locational characteristics and the type/scale of development. The TS adopts a car parking ratio based on evidence of car ownership from flatted developments within Cippenham Green taken from the ONS Census Data (which include 1, 2 and 3 bed flats with ratios of 1.03 (for 1 bed flats), 1.33 (for 2 bed flats) and 1.42 (for 3 bed flats) cars per dwelling). If applied to the dwelling mix of the development, this would yield the provision of 15 car parking spaces which reflects the proposed parking provision. The applicant contends that this evidence provides additional supporting information to suggest the car parking provisions are consistent with the surrounding area (for flatted developments).
- 14.16 The Transport Statement also provides a further analysis of the % of flats within the Cippenham Ward which suggest that 72.5% of the existing flats in the local area either own one vehicle or live car free. It is considered that the overall approach taken by the transport consultant in presenting the data is sound and the evidence can be taken into account alongside other factors in considering the car parking provisions.
- 14.17 The evidence set out above and in the Transport Statement demonstrates that the area is established as a location that has a reasonably high proportion of dwellings which own one vehicle (or less) and which has good accessibility to travel by bus and rail. The site is also shown within the Transport Statement to be within walking distance of local facilities

including shops, supermarkets, take-aways, cafes, restaurants and community buildings (Schools, churches, library and medical centre) on Elmshot Land, Station Road and Bath Road which points to being a moderately sustainable and accessible location. The combination of factors demonstrates that the car parking provisions would be consistent with the thrust of Core Policy 7 which requires that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

- 14.18 In consideration of the above factors, it is considered the provision of 15 car spaces for 12 flats is satisfactory and the shortfall against the Developer Guide Standards is justified.
- 14.19 EV Parking: The Slough Low Emissions Strategy (2018 – 2026) requires the provision of Electric Vehicle Charging Points in order to support the growth of electric vehicles within the borough. The Slough LES requires the provision of 1 EVCP per dwelling with allocated parking and 1 EVCP per 10 spaces for dwellings where parking is communal as detailed within Table 7 of the Slough LES which details Type 1 mitigation for development. The applicant confirms that EV Chargers will be installed to all allocated car spaces which exceeds the minimum policy requirement.
- 14.20 **Cycle Parking:** The Slough Developers Guide – Part 3: Highways and Transport requires the provision of 1 secure and covered cycle space per dwelling within individual lockers or communal cycle stores. The Highways and Transport Guidance also requires the provision of visitor cycle parking for developments of more than 10 flats.
- 14.21 The proposed site plan confirms that 23 secure cycle spaces are provided within 3 separate stores. The front block contains an integral store for 6 bicycles. A second cycle store is located on the western boundary in the parking court which provides storage for 10 bicycles. A third cycle store is located at the rear block for 7 spaces. The central and rear stores do not appear to be covered or secured, but it is recommended that enclosures could be integrated into these locations which could be conditioned. Although the central and rear cycle stores are not fully secured, the spaces are secured within the site.
- 14.22 Subject to condition, the provision of secure and covered cycle parking could be provided to ensure that the proposals are compliant with Core Policy 7 of the Slough Core Strategy (2006 -2026) which requires developments '*widen travel choices and make travel by sustainable travel choices attractive*' and Paragraph 108 of the National Planning Policy Framework which requires that developments ensure: '*Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and it's location*'.
- 14.23 **Trip Generation and Traffic Impact:** The Applicant has provided a Transport Statement which includes the trip rates for the proposed development obtained from the TRICS trip generation database. The development is predicted to result in five two-way vehicle movement during the peak periods. This equates to just one vehicle movement on the local highway network every 12 minutes, which is considered by Highways Officers to constitute a very low traffic impact. In addition, the flats will replace the current use of the site which currently consists of two buildings

arranged in tandem setting. The front southern building is a domestic two storey residential property occupying two flats, to the north with a side gated access is an industrial building with B2/B8 (general industrial and storage) planning use.

- 14.24 It is concluded that the level of additional traffic identified will have no material impact upon the operation of the roads within the area, including Bower Way or the wider network. Given the small scale of development SBC are satisfied that the trip generation of the proposed 12 dwellings will not have a significant or severe impact on the surrounding road network.
- 14.25 **Servicing and Refuse Collection:** Refuse for the proposed development will be collected from the kerb-side on Bower Way in a similar manner to the existing residential properties fronting Bower Way. The location of the bin store on the western boundary and will be managed by a management company whereby they will transfer the bins to the front of the site on bin collection days. This can be secured by a suitably worded planning condition.
- 14.26 Vehicle swept path analysis has been undertaken to demonstrate that there is sufficient space within the site to enable a fire tender and delivery vehicle to enter, turn within and egress the proposed development in forward gear and maneuver as required within the development.
- 14.27 On this basis, it is concluded that safe and suitable access to the site can be delivered along with sufficient space to accommodate the expected level of parking demand. In addition, the proposed development will not have a material impact on the operation of the local highway network and fall considerably short of the “severe” test set by NPPF; and there are opportunities for travel by sustainable travel modes.
- 14.28 Overall, it has been demonstrated the proposal complies with relevant transport policy particularly the NPPF

15.0 Surface water drainage

- 15.1 A Ministerial Statement from December 2014 confirms the Governments commitment to protecting people from flood risk. This statement was as a result of an independent review into the causes of the 2007 flood which concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of “flash flooding”. Such flooding occurs then rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back up of water to the surface.
- 15.2 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF 2019 require development to be directed away from areas at highest risk off flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 15.3 A Surface Water Management Plan have been submitted with the application. The site lies within Flood Zone 1 where there is a less than

0.1% (1 in 1000) chance of tidal/fluviial flooding. The site is at very low risk of fluviial and low risk of surface water flooding

15.4 The proposed drainage strategy is comprised of lined permeable paving and rainwater harvesting butts to intercept and attenuate c.22.8 m³ of surface water runoff. This will provide a minimum surface water attenuation volume of 21.4 m³ prior to discharging at a controlled rate to the public surface water sewer network. Surface water should then be discharged into the nearby public surface water sewer located in Bower Way at a restricted rate of 2 l/s via a hydrobrake or similar. This would ensure run-off rates and volumes are managed for the lifetime of the development in all events up to and including the 1 in 100 year storm event, including a 40% allowance for climate change.

15.5 Subject to a condition requiring adherence with the Surface Water Drainage Strategy, the proposals are capable of complying with Core Policy 8 and the NPPF.

16.0 Safe and Accessible Environment

16.1 Paragraph 91 of the NPPF 2019 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:-

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas

16.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

16.3 The Crime Prevention Design Advisor has submitted detailed comments which could be addressed at the secure by design accreditation stages which would be secured by way of condition. Detailed informatives will be set out in the decision notice to assist with the submission of the further report which will include the detailed secure by design provisions as part of the condition discharge.

16.4 Therefore the application is considered acceptable in terms of crime prevention and providing a safe and accessible environment.

17.0 Planning Contributions and Infrastructure

17.1 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.

17.2 The proposed development relates to the provision of 12 new dwellings following the demolition of 2 existing flats. As the net additional number of dwellings (10) falls under the thresholds that trigger affordable housing,

transport, open space/recreation or education contributions, no affordable, transport or highways contributions have been identified as being necessary by Officers.

17.3 In coming to a view officers have given due regards to the comments raised by residents who have raised concerns about the impact on schools, local facilities and services. However, the proposed scale and type of the residential development is considered not to trigger a need for planning obligations such as education, affordable housing transport/highways or recreation and SBC has no policies or policy guidance which justifies contributions for smaller major residential developments.

18.0 Planning Conclusion

18.1 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.

18.2 Notwithstanding the above, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.

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

18.4 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, but identifies where there is a conflict with the Development Plan, namely the lack of full compliance with the Council’s Parking Standards.

18.5 In coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing 12 new flats (including 2 x 3 bed maisonettes which could accommodate families) towards the defined housing need at a time where there is not a Five Year Land Supply within the Borough and the re-use of a previously developed brownfield site. The Local Planning Authority considers therefore that any adverse impact of the development, arising from a shortfall in car parking provision with regard to the Council’s Parking Standards, would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Local Development Plan and the National Planning Policy Framework 2019 taken as a whole

18.6 Compliance with some of the objectives of the NPPF have been demonstrated in terms of preserving existing amenities, promoting sustainable transport (EV spaces + Cycle provisions), meeting the challenge of climate change and flooding and making effective use of land indicating an absence of harm (or which in the case of flood risk are

expected to demonstrate an absence of harm) to which weight should be attributed neutrally.

- 18.7 Weighing all of the factors into the planning balance, and having regard to the NPPF as a whole, all relevant policies in the Core Strategy and Local Plan, the proposals would constitute sustainable development due to the modest provision of 12 residential apartments including the provision of 2 x dwellings capable of accommodating families, and the associated employment generation/economic benefits from the construction. It is recognised that the loss of employment floorspace, the design shortcomings and car parking shortfall weigh against the development in the balance, although these are of very limited weight. In applying paragraph 11 of the NPPF, it is considered that the benefits of the proposals outweigh any minor adverse impacts
- 18.8 On balance, the application is recommended for approval, as it is considered that there are benefits from the formation of 12 residential units in a sustainable location; so, it is recommended that planning permission should be granted in this case. The benefits of supplying a net increase in 10 extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any adverse impacts and conflicts with specific policies in the NPPF.
- 18.9 As the proposals are in accordance with the Development Plan and there are no other material considerations that would lead to an alternative determination of the planning application, the in accordance with S38 of the Planning and Compulsory Purchase Act 2004.

PART C: RECOMMENDATION

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

PART D: CONDITIONS

1. Time Limit

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON: To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

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

- 27-19-19 Rev J
- 27-19-15 Rev J
- 27-19-16 Rev J
- 27-19-17 Rev J
- 27-19-18 Rev J

REASON: For the avoidance of doubt, 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 to comply Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 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).

3. Samples of Materials

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

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

4. Architectural details

Prior to the commencement of the extensions hereby approved, full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows, new external doors (including surroundings and reveals), metal shutters and frame, and down pipes, gutters, edging details to flat roof, perforated metal balustrades, balconies, and all elevational detailing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2018.

5. Lighting Scheme

No occupation of the development is permitted until details of a lighting scheme (to include the location, design of lighting features, the nature and levels of illumination) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON: To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2019).

6. Cycle Storage and Enclosures

Prior to commencement of the development hereby approved, and notwithstanding the detail set out in the approved plans, details of the secure and covered cycle storage enclosures including the specification of the cycle racks shall be submitted and shall be approved in writing by the Local Planning Authority. The cycle storage shall comprise the provision of three stores with the following capacity:

- Cycle Store 1. Front Block – Internal Cycle Storage for 6 cycles;
 - Cycle Store 2. Courtyard – External Cycle Storage for 10 cycles
 - Cycle Store 3. Rear Block – External Storage for 7 cycles
- Total: 23 cycle spaces

The details shall include the detailed design and specifications of the cycle enclosures to ensure all spaces are covered and secured.

No fewer than 13 covered and secure parking spaces shall be allocated to each dwelling and no fewer than 10 unallocated short-stay cycle parking shall be allocated for visitors.

The proposed cycle storage shall be implemented in accordance with the approved details prior to first occupation of the development and shall be maintained permanently thereafter.

REASON: To provide secure and covered cycle spaces for the development in accordance with Core Policy 7 of the Slough Core Strategy (2006 -2026), the Slough Developers Guide – Part 3: Highways and Transport and Paragraph 108 of the National Planning Policy Framework.

7. Landscaping

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

- a) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- b) a schedule detailing type sizes and numbers/densities of all proposed trees/plants (including planting which attract Bumble

- Bees);
- c) specifications for operations associated with plant establishment and maintenance that are compliant with best practice; and
 - d) types and dimensions of all boundary treatments
 - e) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - permeable paving
 - tree pit design
 - underground modular systems
 - Sustainable urban drainage integration
 - use within tree Root Protection Areas (RPAs)

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

All soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) or planting that die, are removed or become severely damaged or diseased shall be replaced within five years of planting. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004.

8. Landscape Management, Maintenance and Access Plan

Prior to the commencement of any work on the external ground surfaces, a Landscape Management, Maintenance and Access Plan (LMMAP) shall be submitted to the Local Planning Authority for written approval. The LMMAP shall contain details of the access to the rear communal garden for occupants of the rear block alongside a management and maintenance strategy which confirms the regime required to manage and maintain the landscaped communal garden area (including the cycle store enclosure) to a good standard in accordance with the approved detailed landscaping plan. The LMMAP shall be implemented in accordance with the approved document prior to first occupation of the rear block and shall be operational in perpetuity for the lifetime of the development.

REASON: Required to safeguard and enhance the, to provide outdoor external amenity space for the occupiers in the development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004.

9. Boundary treatment, walls, fences and gates

No occupation on site is permitted until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates (including any landscaping/tree planting on the boundaries) have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

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

10. External Surfaces

Prior to commencement of the relevant works to the ground level of the development, details including detailed drawings in plan, of all paving and external hard surfaces shall be submitted to and approved in writing by the Local Planning Authority. The development within the relevant part of the site shall be carried out in accordance with the approved details prior to the occupation of the development and shall be permanently retained and maintained thereafter.

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

11. Construction and Demolition Plan

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

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

The 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).

12. Construction Management Plan

No development (including demolition) shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period, non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance and that all heating systems (when the development is operational) shall meet the emission standards laid out in table 7 of the LES guidance.

The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and in the interests of the amenities of the area in accordance with Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

13. Obscure/Opaque Glazed Windows

Notwithstanding the information set out in the approved plans, all windows on the east and western elevations of the front and rear blocks shall consist of obscure and/or opaque glazing. The proposed obscure and/opaque windows shall be permanently retained and maintained thereafter.

Reason: To ensure a satisfactory external appearance and to safeguard the amenities of neighbouring residential occupiers in Brown, Oliver and Lundy Court whilst providing sufficient living conditions within the development, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

14. No Telecommunications Equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

Reason: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the

Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

15. No other alterations to the buildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no alterations shall be carried out to the external appearance of the development hereby approved, including the installation of air conditioning units, water tanks, ventilation fans or extraction equipment, not shown on the approved drawings.

Reason: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

16. Electric Vehicle Charger Points

The 12 (allocated) no. Electric Vehicle charging bays as shown on the approved plans along with infrastructure capacity to power 100 percent of the parking provision for future Electric Vehicle charging shall be fully operational and available for use prior to first occupation. The Electric Vehicle charging points shall incorporate Type 2 sockets and be rated to at least 3.6kW, 16amp, 0 7kW 30amp single phase.

The Electric Vehicle charging bays shall be retained in good working order at all times in the future.

REASON: To provide mitigation towards the impacts on the adjacent Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

17. Designing out crime

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

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

18. Surface Water Drainage Plans Approved

The proposed development shall be carried out in full accordance with the GeoSmart Drainage Report Ref: 72813R1..

REASON: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council’s Development Plan Document – Developer’s Guide Part 4 Section 6 (2016) and the National Planning Policy Framework (2019).

19. Internal Noise Levels

Prior to the commencement of any above ground development, an Internal Noise Report shall be submitted to the Local Planning Authority for written approval to ensure that the residential dwellings would be designed to achieve an internal noise level of LAeq 35 dB which is not exceeded during the day or LAeq 30 dB during the night, or LAMax levels of 45dB are not exceeded more than 10-15 times per night. The Noise Report should take account of external sources of noise and any external plant machinery proposed as part of the development.

The Noise Report shall be approved prior to commencement of any above ground development and the mitigation measures shall be carried out in accordance with the approved Noise Report.

REASON: In the interest of safeguarding the living conditions of residents within the development to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework (2019).

20. Phase 1 Desk Study and Preliminary Risk Assessment

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

REASON: To ensure that the site is adequately risk assessed for the proposed development and in accordance with Policy 8 of the Core Strategy 2008.

21. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the

Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

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

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

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

23. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial

strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

24. Cross Sections of Rear Block

Prior to commencement of works on the Rear Block, detailed sections of the second floor accommodation at a scale of 1:50 shall be submitted to the Local Planning Authority for approval. The Sections should be accompanied by a Revised Floor Plan (scaled at 1:50) which identifies the floor to ceiling heights within the second floor accommodation - specifically the heights under the eaves of the roof in order to determine whether the bedrooms and ensuite rooms contain adequate floor to ceiling height to constitute habitable rooms (as per the room types specified in the approved plans) as defined in the Nationally Described Space Standards. The details shall demonstrate:

- In order to provide one bedspace, any single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide;
- In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²;
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;
- Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage;
- Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all;
- The minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

If the criteria of the above is not met, the proposed room(s) will not be classed as being habitable or appropriate for the purpose of the approved plans and the room shall not be used for this purpose. The proposed development shall be carried out in full accordance with the approved plans/sections notwithstanding the approved plans under condition 2.

REASON: To ensure satisfactory living spaces are provided within the development and to demonstrate good design in accordance with Local Plan Policy EN1 and the Nationally Described Space Standards (2019).

INFORMATIVE(S):

1. In accordance with paragraphs 38 and 39 of the National Planning Policy Framework (2019), Slough Borough Council takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. Slough Borough Council works with applicants/agents in a positive and proactive

manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the applicant entered into a Planning Performance Agreement with the Local Planning Authority and was informed of the issues arising from the proposal and given the opportunity to submit amendments or provide additional information in order to address those issues prior to determination. The applicant responded by submitting revised plans and additional technical information which was considered to be acceptable.

2. This notice DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether they require an application.
3. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
4. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
5. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system..
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
7. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. During the construction and demolition phases of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the application site.
10. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any

discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

11. With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
12. With regard to water supply it is the responsibility of the developer to ensure that there would be sufficient capacity for the future residents of the development. Prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
13. The following guidance has been provided by the Crime Prevention Design Advisor in order to assist with the submission of the details of Secure By Design Statement.

External Communal entrances: All external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of LPS1175 Issue 8 B3)

i. Developments with more than two floors are required to have a visitor door entry system and access control system.

ii. All external and internal Communal entrance doors access will be controlled via an electronic remote release locking systems with audio/visual intercom links to each apartment. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat..

iii. The system will be required to record and store images for a minimum of 30 days.

iv. Tradesperson's release mechanisms are not permitted as they have been proven to be a cause of ASB and unlawful access to residential areas

v. Post boxes location to be compliant with the standard

Compartmentalisation: The Access control system must provide compartmentalisation of each floor within the development, and from

the parking level, and cover each of the following;

Bin and cycle store doors. Must be robust and secure (meet the minimum physical security standards of LPS 1175 issue 8 B3, with electronic access control. Double leaf door can be problematic sustainable operation and security, as the active leaf is required to secure against the passive. Additional details as to the type, style and minimum physical security standards of the doors will be required - alternatively a large single leaf door may well be more appropriate and cost effective.