

# **PLANNING COMMITTEE**

**10<sup>th</sup> February 2021**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS PRESENTED TO MEMBERS

**P/07584/011 Land at Stoke Wharf, Stoke Road & Land to west of 9 to 17 Kendal Close & Former builders merchants to rear and north of 132-144 Stoke Road & Bowyer Recreation Ground, Slough**

**1. Changes in building design**

Paragraph 1.1 in the report recommends delegation of the planning decision to the Planning Manager for approval subject to a number of issues being resolved. These include (with numbers following the recommendation at para. 1.1):

2. Securing acceptable design amendments as set out in Sections 11- 13 of the report, including
3. Block A1 and relationship with approach to the development from Stoke Road;
4. Block A2, with particular reference to impacts on neighbours;

While not explicitly noted in the above recommendation, changes required to Block C are set out in detail at paragraph 11.10 in the Committee report.

Draft changes have been received that set out proposed changes to the external appearance of Blocks A1, A2 and C, and in addition they provide details of changes to balconies for the four F blocks. No amended plans have been submitted, but CGIs are included in this amendment sheet to show how the changes could work for Blocks A1 and A2, and elevation details have been received for Block C.

Any amended drawings would need to be formally submitted and adjoining neighbours where potentially impacted would need to be consulted with site notices displayed, before a decision could be made on the proposed changes. However, for information the key CGIs and drawings are included in this addendum, and this is followed in each case by the planning officer's initial observations on the proposed changes.

**Block A1**

The issues for Block A1 are discussed at paragraphs 11.2, 11.8 and 11.9 of the Committee report, and relate to

- how this building is key in the approach to the site from Stoke Road, and
- overlooking impacts towards 144 Stoke Road and adjoining properties.

Draft CGIs of the proposed amendments are shown on on the following page.

Subject to increasing the height of the second floor level terrace parapet to 1.7 - 1.8m (not shown in the above CGIs), it is considered that the above changes would be capable of addressing the concerns in the paragraphs noted above.



*CGI view south-east, from in front of Block B on the Stoke Road frontage*



*CGI view south-west, from north side of the canal, back across canal towards Stoke Road*

### Block A2

The key issues for Block A2 are discussed at paragraphs 11.2 - 11.6 of the Committee report, and relate to overlooking impacts towards, and overdominance for, 132 - 144 Stoke Road (even numbers). The proposed changes would introduce angled windows, louvres for the individual windows, and change the gabled roof design to a flat roof. There would be no decrease in the number of storeys of accommodation, but roof height would be reduced by 3m from the roof ridgelines of the northern element of the building (to the rear of 142 - 144 Stoke Road), and by 2m for the remaining part of the building. Significant landscape planting has also been suggested by the applicant to provide additional boundary screening.



*CGI view east to south-east*



*CGI view east to north-east*

It is considered that the overlooking issue would be overcome by making these changes, and that the height reduction would reduce the dominance of the building. Careful attention will need to be given by the applicants to the impact of differences in ground levels. Additional landscaping for the purposes of boundary screening should be provided as advanced grade specimens.

As further background, the applicants have advised that the former Travis Perkins buildings in this location (now demolished) were approximately 5 metres in height, stepping up to 7 metres at the rear.

### Block C

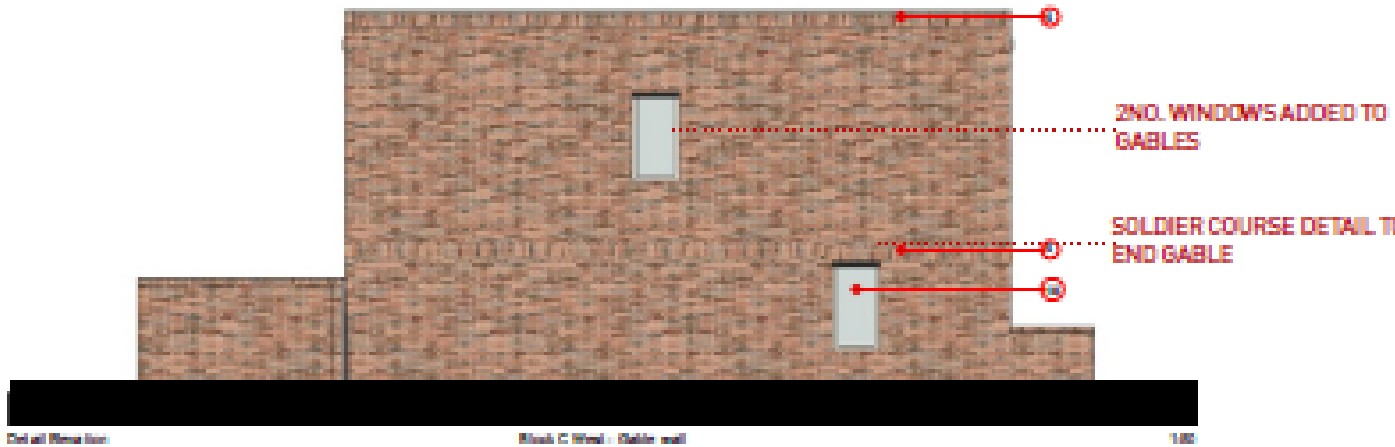
The intention of the proposed changes is

1. to protect the privacy of neighbours to the north from overlooking from the first floor bedrooms, which are located on the north side in each of the proposed houses, and
2. to introduce a design feature in the flank walls of the Block C houses, at both ends.

Point (i) in this proposal is introduced by the introduction of obscured glazing to a height of 1800mm above finished floor level.



North elevation, facing Shaggy Calf Lane properties. The blue arrow indicates proposed height of obscured glazing (1800mm).



West elevation, facing Stoke Road, showing additional flank wall windows.

With regards to overlooking, it is noted that first floor window-to-window separation from neighbours would be between 22 and 26m; however as noted at para.11.10 in the Committee report, the first floor rear windows at Block C would be set approximately 5m from the rear boundaries at the adjacent properties on Shaggy Calf Lane. It is noted that the introduction of obscure glazing to the rear facing windows would not address the issue of perceived overlooking for neighbours to the north, and it is also considered that this would not provide an acceptable level of amenity for the occupiers of these houses. It is therefore considered that further changes such as the introduction of angled bay windows should be made to address these issues, as part of any amended drawings that are submitted by the applicant.

## **2. Canoe club and public toilets**

The other issues noted in the recommendation at paragraph 1.1 in the report include (again, numbered as in the recommendation at para. 1.1):

7. Provision of a storage area / building for use by a canoe club or similar recreational activities and public toilets.

Following further discussion with the applicants, this can be dealt with by way of an additional condition requiring submission and approval of a Leisure Strategy. It is noted that a toilet is shown in the building adjacent to Block C, which is labelled for CRT use (Canal and River Trust; the building would also accommodate a refuse store). The use of this toilet would need to be clarified in the Leisure Strategy. It is also noted that toilets will need to be provided in conjunction with a commercial outlet, such as a restaurant and café as envisaged for the ground floor of Block D; as noted in the report this is a very important aspect of fulfilling the Site Allocations vision of what has long been intended for the redevelopment of this site.

### Additional condition recommended:

No part of the development shall be occupied until a Leisure Strategy has been submitted to and approved in writing by the Local Planning Authority and until any facilities required in the Strategy prior to first occupation of the development have been provided; the Leisure Strategy shall include a timetable for provision of facilities prior to and subsequent to first occupation, and for on-going requirements during the operational phase of the development. The approved Leisure Strategy shall be retained for the life-time of the development, with any changes to be carried out only as first approved in writing by the Local Planning Authority.

Reason: To ensure that the recreational opportunities provided by the development for Slough residents and visitors shall be provided in accordance with the aspirations of Policy SSA17 in the Site Allocation Development Plan Document.

## **3. External lighting**

Paragraph 11.8 notes that an External Architectural Lighting report was submitted with the application. Concerns have been raised in the ePetition about light pollution and light spill from the development. Light levels will be required to meet Institute of Lighting Engineers guidelines, while also addressing Secure by Design standards in key locations. It is considered that this issue can be addressed by officers in accordance with condition 18, as recommended in Section 21 (Part D) of the report.

## **4. Highways**

Clarification has been sought on the number of car spaces and location of units to be provided for the commercial units. The Highways Officer has recommended that these be identified within a Car Parking Management Plan (condition 32 in the report).

Also since the report was published, the applicant has raised the possibility of introducing a CPZ around St John's Road and St Paul's Avenue, and offered that:

*In order to reduce the opportunity for overspill from the development the applicant has offered to contribute towards the consultation of the CPZ process. It is envisaged that the CPZ will be implemented before the occupation of the development. Future residents of this development will be advised that they will not be able to apply for car parking permits within the nearby streets which can be included as an obligation within the S.106. This will ensure that there is no overspill from the development.*

.A financial contribution would however be required towards any CPZ study, which would then determine residents views on its introduction as a separate process from this planning application.

## 5. Representations received since the Report was published.

Neighbour letters and an ePetition were reported in Section 5 of the Committee report as published. Since the report was written two additional letters have been received from two neighbouring properties, which are summarised as:

- For the residents of number 6 Shaggy Calf Lane. Privacy and security does not appear to have been considered in relation to this property in the current plans. .
- Overlooking from the proposed bedroom windows to Shaggy Calf Lane. . It would be beneficial for either the window to be angled as not to overlook or significant screening be put in place.
- The existing land (used by Apple Coaches and other commercial businesses) where Block C is proposed, is several feet higher than the back gardens on Shaggy Calf Lane, therefore exacerbating the overlooking, privacy and security concerns.
- The original plans for Block C were for commercial use. Despite the change to residential use, the current plans still include a proposal to build public toilets and a refuse collection site right next to Block C and backing onto the gardens of Shaggy Calf Lane residents.
- We note that there is an access alleyway. We assume this would be for the sole use of the residents of Block C. We would require assurances that this is not an access for the general public – could some sort of lockable gate be put in place to prevent unauthorised access?
- There is a WC located within the parking area of the canal basin. This is adjacent to the undertakers – would this not be placed in a more considerate location?

The majority of these concerns are dealt with in the report as published for the agenda, and in Section 1 in this amendment sheet. It is however further noted that a refuse store is shown on the drawings adjacent to Block C. As noted at Section 2 in this amendment sheet, this building also includes toilet, which is labelled as for Canal and River Trust use. It is considered that both the refuse store and toilet would be located sufficiently distant from the houses on Shaggy Calf Lane to avoid any detrimental impacts on the amenity of the occupiers there.

The ePetition noted at paragraph 5.3 in the published report has been signed by 228 people as at 11.15 a.m. on the closing date for the petition. The final number will be updated verbally at the Planning Committee meeting.

A paper based petition has also been received, entitled “Save our Greenspaces”. This does not directly reference the application, but requests the following:



*We the undersigned petition the council to ensure that it protects Bower Playing Fields and all existing public green spaces across Slough from being developed on for residential or commercial purposes as part of its current and future local plans, for the benefit of residents' quality of life.*

It appears that there were 388 signatories.

## 6. Amended consultation comments

Following discussion with the applicants Highways consultant, SBC Highways and Transport confirm they have no objection to the proposed development.

## 7. Affordable housing

Since the main report was written, an amended Affordable housing proposal has been received from the applicant. This provides for

- the shared ownership component to comprise all of Block A2, based on the submitted floor plan, and 6 of the 8 houses in Block C
- the Slough Living Rent component is all of Block D
- an additional 8 units as affordable ownership and additional 8 units for Slough Living Rent

The mix of tenures and units sizes at Paragraph 14.4 in the Committee report as published therefore amended as follows:

	<u>Studio units</u>	<u>1B 2P Apt</u>	<u>2B 3P Apt</u>	<u>2B 4P Apt</u>	<u>2 bed House</u>	<u>3 bed House</u>	<u>Subtotals &amp; Total</u>	<u>% of total</u>
<i>Market housing</i>	31	96	16	94	2	9	248	79.5%
<i>Shared Ownership</i>	0	22	4	8	6	0	40	12.8%
<i>Slough Living Rent</i>	0	8	4	12	0	0	24	7.7%
<i>Proportions:</i>	10%	40%	8%	37%	3%	3%		100%
<i>Subtotals / Total:</i>	31	126	24	114	8	9	312	100%

This represents an improvement in the total number offered in both affordable tenures from 15.4% to 20.5%. The Housing Manager has commented as follows:

- The new offer is more affordable homes, so a betterment but still 62% shared ownership and 38% for rent rather than the other way round which is what Housing strong preference is.
- Within the rented (SLR) this mix is better with the 2 bed (4p) houses and 4 x 2bed (3p)flats so 67% are 2 bed.

This offer is currently being considered, due to the limited time available for a conclusion on its acceptability by Council officers since this offer was received (on 8<sup>th</sup> February). It is therefore recommended that this issue be delegated to the Planning Manager for determination, in line with the overall recommendation at paragraph 1.1 of the report as published.

## 8. Corrections

Paragraph 9.3 in the report notes that the former A class uses noted in the Site Allocation DPD are an integral to the development of the area and that this is a key component of the attractiveness of the site for that purpose. It is noted however that the commercial floorspace in the development is low (1.5% of the total), as compared to what was envisaged in the Site Allocations document. This area was not prescriptive, but uses that would attract visitors, including Slough residents, would be oriented towards a food and drinks offer. Condition 34 in the published Committee report is intended to support this, by restricting uses to the former class A1 - A4 uses. However, this should be amended by deleting "Financial and professional services (former Class A2)". The condition is therefore amended as follows:

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 changes from the following approved uses shall be permitted, without the written approval of the Local Planning Authority:

- Retail (former Class A1),
- Food and Drink (former Class A3), and
- Public houses, wine bars or other drinking establishments (former Class A4).



REASON: To ensure that the uses will be in accordance with the ancillary uses identified for the site in Site Allocation SSA23 in the Slough Local Development Framework Site Allocations DPD (adopted November 2010) and in accordance with the National Planning Policy Framework (2019) paragraphs 91 and 92.

Paragraph 17.3 in the report is corrected as follows (additional text in **bold and underlined**):

- 17.3 The Statement of Community Involvement provided in the application describes the consultation that was undertaken by the applicant in 2019. Some objectors appear to have confused this Statement with a Council **document** by the same name, the SBC Statement of Community Involvement (SCI), which was published in 2006. An extract of the Council's SCI is included in the applicant's document, which sets out the Council's consultation methods for Local Plan and related policy documents, as they existed at that time. This may have led to some confusion as to what publicity methods the Council would use for a planning application, as opposed to planning policy documents and, as noted above, the changes in consultation brought about by the current pandemic have changed arrangements as well.

## **RECOMMENDATION**

DELEGATE TO PLANNING MANAGER TO APPROVE PENDING

- (1) THE RECEIPT OF FORMAL AMENDED PLANS FOR CONSULTATION
- (2) CONSULTATION BY SITE NOTICE WITH RESIDENTS ON AMENDED PLANS REFERRED TO IN THIS ADDENDUM
- (3) COMPLETION OF THE SECTION 106 AGREEMENT
- (4) AGREEMENT OF PRE-COMMENCEMENT CONDITIONS
- (5) ANY CHANGES TO CONDITIONS

**Further Drainage comments**

Surface Water Drainage

- Please provide evidence from Thames Water to accept surface water discharge from the development to their surface water system.

Foul Water Drainage

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

Formal agreement from Thames Water would be undertaken separately from the planning process and it is noted that the report confirms there is no objection from Thames Water to the proposal.

Drainage matters are therefore considered to be concluded.

**Selected revised conditions.**

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

- (a) Drawing No. 154232-P-STL-001 Rev A, Dated 09/11/2020, Recd On 21/12/2020
- (b) Drawing No. 154232-P-STL-002 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (c) Drawing No. 154232-P-STL-003 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (d) Drawing No. 154232-P-STL-004 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (e) Drawing No. 154232-P-STL-005 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (f) Drawing No. 154232-P-STL-006 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (g) Drawing No. 154232-P-STL-100 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (h) Drawing No. 154232-P-STL-101 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (i) Drawing No. 154232-P-STL-102 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (j) Drawing No. 154232-P-STL-103 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (k) Drawing No. 154232-P-STL-104 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (l) Drawing No. 154232-P-STL-105 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (m) Drawing No. 154232-P-STL-106 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (n) Drawing No. 154232-P-STL-200 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (o) Drawing No. 154232-P-STL-201 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (p) Drawing No. 154232-P-STL-300 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (q) Drawing No. 154232-P-STL-301 Rev A, Dated 17/12/2020, Recd On 21/12/2020
- (r) Drawing No. TRE-TER-ALL-GF-DD-C-900110 Rev P01 (Catchment Areas Drawing) dated January 2021
- (s) Drawing No. TRE-TER-ALL-GF-DD-C-900101 Rev P01 (External Drainage Strategy) dated January 2021
- (t) Drawing No. TRE-TER-ALL-GF-DD-C-900100 Rev P03 (External Drainage Strategy) dated January 2021
- (u) Drawing No. TRE-TER-ALL-GF-DD-C-900100 Rev P03 (Exceedance Route External Drainage Strategy) dated January 2021

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

8. Prior to the occupation of the development written details as to how the development will achieve the Secured by Design Award shall be submitted to, and approved by the authority. The development (and

subsequent access control system) shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of that said details has been received by the authority.

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

11. Notwithstanding the provisions of the Town & Country Planning General Development Order 2015 (or any Order revoking or re-enacting) the total gross floorspace of the non-residential uses in Building A hereby approved shall not exceed **661** sq m for the community uses and **853** sq m for the office use and no extension or alteration either external or internal, involving an increase in floorspace including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority

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

Neighbour Notification

Para 5.2 Clarification - The letter received from the Leader of Slough Borough Council was written on behalf of residents in the capacity as Ward Councillor.

Consultees

Consultees – Highways/Transport:

**SBC Highways and Transport Comments**

**Vehicular 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 (Drawing No. 27-19-15-F). The access would take the form of a crossover measuring 4.1m in width. The access forms a cross-road with Bower Way and Abbey Close. Bowyers Way is subject to a 30mph speed limit.

The agent has provided Drawing No. ITB15678-GA-001-Rev A which demonstrates that visibility splays of 2.0m x 43m can be provided to the kerblines and that splays of 2.4m x 43m can be provided with an offset of 1.0m to the right and an off-set of 0.5m from the kerb to the right. Setback of 2.0m can be accepted at minor junctions in lightly trafficked, slow speed scenarios. The drawing also details that the site's southern boundary wall will have a maximum height of 600mm to ensure visibility will not be obstructed.

Whilst the splays have been off-set from the kerb, cyclists measure at least 0.5m wide and do not travel right up against the kerb. Therefore the displayed visibility splays are considered acceptable.

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.

Therefore SBC Highways and Transport do not wish to object to the proposed development on the basis of vehicular access.

**Access by Sustainable Travel Modes**

The site is a reasonably sustainable location which offers some potential for journeys to be made without the use of a private car.

The site is located approximately 25m from the Browns Court Bus Stop which is served by the No.5 Bus Service which provides a half hourly service between Cippenham and Slough Bus Station and additional bus stops are located on Bath Road 500m north of the site (via Stowe Road).

Burnham Rail Station is located 950m (12 minutes' walk) from the site which offers rail services to Slough, Maidenhead, Reading and London Paddington. Burnham Railway Station will benefit from the introduction of Crossrail services which will provide connections to Bond Street, Liverpool Street and Canary Wharf.

Therefore there is good potential for residents of the site to travel to work by train or by bus.

The site is located within 5 minutes' walk of retail facilities on Elmshott Lane and Cippenham School. The site is also located within walking distance of Cippenham Nursery School, Western House Academy and Westgate School. Employment facilities within walking distance of the site include the retail facilities on Bath Road (11 minutes' walk) and the Slough Trading Estate (15 minutes' walk).

**Layout**

As requested by SBC Highways and Transport, the agent has provided Drawing No. ITB15678-GA-003-Rev A which provides swept path analysis showing a large estate car measuring 4.7m long can ingress and egress each parking spaces within the proposed development. Drawing ITB15678-GA-002-Rev A demonstrates that a Fire Tender and 7.5T Luton Box Van can ingress and egress the site in a forward gear. SBC Highways and Transport consider the proposed layout acceptable.

**Vehicle Parking**

The proposed development has been amended to provide 15 parking spaces, 12 of which will be allocated at a ratio of 1 per dwelling and 3 which will be unallocated for visitor use. Overall 1.25 spaces per dwelling are proposed.

The parking requirement for the site based on the SBC Parking Standards for residential dwellings proposed is provided in Table 1 below:

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

	Requirement Spaces per Dwelling		Requirement for 33 Bowyer Way	
	Car	Cycle	Car	Cycle
1 Bedroom (Communal Parking)	1.25 minimum	9	5	4
2-3 Bedroom (Communal Parking)	1.75 minimum	6	14	8
<b>Total</b>			<b>19</b>	<b>12</b>

Source: Slough Developers Guide – Part 3: Highways and Transport (2008).

As shown above, the minimum requirement for parking at 33 Bowyers Way is 19 car parking spaces and 12 cycle parking spaces. This is based on the parking standard for communal un-allocated parking which offers greatest flexibility. The 15 proposed spaces represent a shortfall of 4 spaces compared to the standard.

The Transport Statement contains Car Ownership Data recorded in the 2011 Census for the Cippenham Green Ward. This shows 1.22 cars/vans per household were recorded for flats located in the Cippenham Green Ward in 2011. The Census data provided also highlights that 9.8% of residents within Cippenham Ward lived car free and there is the possibility that some future residents will chose to live car free. This provides evidence for the provision of 1.25 parking spaces per dwelling below the adopted SBC Parking Standards. Whilst outdated, the Car Ownership data is the most recently available data for car ownership in the area.

SBC Highways and Transport do not wish to object to the proposed development on the basis of car parking provision.

**Cycle Parking**

Paragraph 4.5.1 of the Transport Statement details that one secure, covered cycle space per dwelling will be provided for each dwelling and that 11 unallocated/visitor cycle parking spaces will be provided. Zyntax Drawing No, 27-19-15-Rev J displays 12 Sheffield Stands which provide short-stay cycle parking. SBC Highways and Transport consider the proposed cycle parking to be compliant with the

Slough Developers Guide – Part 3: Highways and Transport (2008). It is recommended the details and design of the proposed cycle parking are secured by planning condition.

### **EV Parking**

The Transport Statement confirms within paragraph 4.6.1 that each allocated parking space will be fitted with an overnight charger for electrical vehicles, as previously requested by SBC.

Therefore the proposals accord with the Slough Low Emissions Strategy (2018 – 2026) requires the provision of 1 EVCP per dwelling with allocated parking as detailed within Table 7 of the Slough LES which details Type 1 mitigation for development.

### **Trip Generation and Traffic Impact**

The Transport Statement contains an assessment of the site's expected vehicular trip generation, as previously requested by SBC Highways and Transport. The trip generation has been assessed using trip surveys contained within TRICS, the national trip generation database. The TS includes a two-way trip rate of 0.407 two-way trips per dwelling in the AM Peak Hour and 0.447 two-way trips per dwelling in the PM Peak Hour. As detailed in Table 5.1 of the Transport Statement, the site is expected to generate approximately 5 two-way trips during the AM Peak Hour and 5 two-way trips during the PM Peak Hour which is equal to one vehicle movement every 12 minutes.

SBC Highways and Transport are satisfied that the trip generation of the proposed 12 dwellings will not have a significant impact on the surrounding road network.

### **Servicing and Refuse Collection**

The bin store location shown on Drawing No. 27-19-15-Rev-J is located beyond the recommended drag distance for Eurobins, however the TS details in paragraph 4.3.2 that the bins will be moved to the kerbside by a management company on collection day. SBC Highways and Transport have no objection to the servicing and refuse collection arrangements.

### **Summary and Conclusions**

No objection to this application from a transport and highway perspective. Recommend the inclusion of the following condition(s)/informative(s) as part of any consent that you may issue.

### **Recommended Conditions**

#### **Access**

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

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

#### **Wall**

The boundary wall measuring no higher than 600mm indicated on the submitted plans shall be formed prior to the initial occupation of the development hereby permitted and the said boundary wall shall be maintained in its permitted form in perpetuity.

REASON: To prevent over-running of the footway by vehicles and to minimise danger, obstruction and inconvenience to users of the adjoining highway.

### **Drainage**

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

REASON: To minimise danger and inconvenience to highway users.

### **Cycle Parking**

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

### **Bin Storage**

No part of the development shall be occupied commence until bin storage has been provided on the ground floor and suitable storage area to be provided in accordance with the standards set out in the Slough Developers Guide.

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

### **Informatives:**

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to [0350SN&N@slough.gov.uk](mailto:0350SN&N@slough.gov.uk) for street naming and/or numbering of the unit/s.

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.

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.

### **RECOMMENDATION:**

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;

Ecological Advice received from Atkins on 5<sup>th</sup> February 2021. This is summarised below.

With regards to the ecological appraisal, the impacts predicated and the avoidance/mitigation measures proposed seem reasonable, although they are not clearly assessed within the report. It is recommended that all mitigation is agreed with the client/developer and any potential residual effects are clearly reported.

There are no additional recommendations to make to Slough BC as Bat Survey is considered suitable to support the planning application. The proposals made within the report, with the addition of the precautionary 'approach to works' above, should be followed to prevent an offence being committed with.

The response initially requested further information in the absence of an Arboricultural Impact Assessment, however, this was provided through document reference MW.20.0517.AIA. Rev A produced by Mark Welby. This report is an Arboricultural Impact Assessment in line with BS5837:2012. It includes a scaled tree protection plan illustrating the impacts of the works and the location of protection measures for the retained trees. The reporting also includes arboricultural method statement details, which set of the requirements for mitigation measures and works to facilitate the construction of the scheme in relation to trees.

It was confirmed on 8<sup>th</sup> February 2021, that the information provided is sufficient to support the application.

Additional Informative to be added:

It is recommended that all mitigation of the ecological impacts are agreed with the developer and any potential residual effects are clearly reported.