

Registration Date:	03-Nov-2020	Application No:	P/03079/017
Officer:	Alex Harrison	Ward:	Central
Applicant:	Slough Property 2 Limited	Application Type:	Major
		13 Week Date:	2 February 2021
Agent:	Ms. L Hirst, Jaspar Management Ltd 15-19 Church Road, Stanmore, HA7 4AR		
Location:	190-192, High Street, Slough, SL1 1JS		
Proposal:	Redevelopment of the site to provide a part six, part eight storey building to form 63 residential units (Use Class C3); re-provision of 2 commercial units (Use Class E); associated cycle parking, refuse storage; roof garden; new residential access to the front (north) elevation; and upgrades to the high street façade.		

Recommendation: Delegate to 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) the satisfactory completion of a Section 106 Agreement to secure a financial viability review mechanism for the provision of affordable housing and to secure Section 278 highways/access works;
- (ii) finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 30 November 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

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 Full planning permission is sought to demolish the existing building on site and construct a mixed use development comprising of replacement retail units at ground floor level and the provision of 61 flats above.

2.2 The plans have been amended since their original submission to address a number of concerns raised by Officers. The proposed design seeks to provide the accommodation over two blocks, the first fronts the High Street and reaches 6 storeys in height and the second block sits at the southern part of the site and reaches 10 storeys in height. Both blocks are connected by a 5 storey connecting 'bridge'.

2.3 Access to the residential units and the servicing area of the retail units is at the southern part of the site and utilizes the existing access from Park Street. The scheme provides 5 no parking spaces for the development and 62 no residential cycle parking spaces and 2 no commercial cycle parking spaces.

2.4 The majority of residential units are given private amenity space through the provision of balconies and terraces and the scheme also provides a roof top garden area that would be accessible to all residents.

2.5 The proposal does not provide any affordable housing provision and the applicant submitted a viability assessment to demonstrate why provision would not be viable.

2.6 The application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement
- Heritage Impact Assessment
- Air Quality Assessment
- Noise and Acoustic Design Assessment
- Indicative Surface Water Drainage Strategy
- Daylight Sunlight Assessment
- Transport Statement
- Financial Viability Assessment
- Statement of Community Involvement

With the amended plans the following additional documents were submitted:

- Massing assessment
- Transport Addendum Note
- Drainage Drawings
- Green Roof Layout
- Amended Design and Access Statement
- Amended Planning Statement
- Amended Daylight and Sunlight Assessment

3.0 **Application Site**

3.1 The application site consists of a single building that occupies the curtilage of the site. It is a 3 storey building that fronts the High Street. The ground floor provides 2 retail units which are currently occupied by Poundland and JD Sports. The first and partial second floor of the building is used as an ancillary space for the retail units below.

3.2 The building is a flat roof structure which is largely brick-faced aside from the High Street elevation which consists of shopfronts at ground floor and a combination of windows and composite cladding.

3.3 The area to the north of the site is the Principal shopping area of the town, the High Street, which accommodates a mix of uses commonly found in town centres. To the west the adjacent building (186-188 High Street) has recently been the subject of development to provide new flats above the existing retail units at a height of 5 storeys. To the east are retail units with office space above (194-194 High Street) that are in traditional buildings that are locally listed. To the south the building backs directly onto the car park and service yard area that is associated with the units that front onto Park Street to the southwest.

3.4 The site is located within the designated town centre and is not located within a Conservation Area.

4.0 **Relevant Site History**

4.1 The following applications are the most relevant to the proposal:

P/03079/003

Demolition of 3 storey storage building alterations to shop to provide 3 no shop units with ancillary storage areas provision of enlarged servicing area & car parking.

Approved 07 September 1984.

P/03079/012

The erection of Brise-Soleil at parapet level of front elevation and associated internal and external refurbishment works to existing building.

Approved 29 July 2010.

The following applications are adjacent or close to the application site and

186-188 High Street (adjacent the site to the west)

P/01914/031

Variation of condition 2 of planning permission P/01914/027 dated 01/01/2018 which was for extension and alterations to create 14 x residential flats (13 x 2 bed; 1 x 1 bed) to – relocate the residential access to the front (north) elevation; alterations to shop front;

new stair core to between each retail unit, revised internal layout, additional windows and fenestration alterations, change of the mix of accommodation to 10 x 2 bed; 4 x 3 bed flats.

Approved 28 February 2019.

P/01914/027

Construction of two storey roof extension at third floor and fourth floor level, a four storey infill extension to front side, and 5 storey extension the rear and side to provide 14 x residential flats (13 x 2 bed; 1 x 1 bed) with an internal courtyard with balconies; external alterations to existing elevations alter the buildings appearance and provide additional windows and doors. Integral cycle store and bin store to the ground floor rear.

Approved 01 October 2018.

204-206 High Street (Former BHS Site)

P/02683/013

Demolition and Redevelopment of the existing site for a mixed use development comprising replacement flexible retail space (Class A1,A2,A3 uses) at ground floor level, flexible commercial floorspace at first floor fronting the High Street for either B1 (offices) or Class D2 (gym) uses and 78 residential dwellings within 3 buildings at podium level across the site with heights of 5, 11 and 4 storeys. Shared amenity space provided at first floor podium level, with cycle, waste and recycling storage facilities at ground floor level, and provision of two accessible car parking spaces (for the residential uses), loading and drop-off facilities and servicing area within ground floor level with access from Herschel Street.

Approved 4 March 2020.

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) site notices were displayed outside the site on 17/11/20. The application was advertised as a major application in the 20/11/20 edition of The Slough Express.
- 5.2 At the time of writing, 0 letters of representation have been received from residents and occupiers of neighbouring properties.

6.0 Consultations

6.1 Thames Water

Waste Comments

With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission.

"No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for SURFACE WATER drainage, but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

"No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Water Comments

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

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

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the

Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Following the submission of additional information:

Waste Comments

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

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

Water Comments

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

6.2 Environmental Protection

Air Quality Background

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual average), including:

- Slough Town Centre
- M4
- Tuns lane
- Brands Hill
- Bath Road

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM_{2.5} in Slough (PHE).

SBC adopted the Slough Low Emission Strategy 2018-25 on the 17th September 2018. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy

Technical Report: 'Land-Use planning and Development Management' Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

Where mitigation is required and refers to the 'Slough Electric Vehicle Plan' this can be found in Section 4.3 of the LES Technical Report.

The Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.

Air Quality Comments

In line with the Low Emission Strategy (2018-2025), this development is not expected to contribute to a worsening of air quality as there is only an increase in 5 parking spaces, nor is it in an area with high exposure levels. The submitted air quality assessment addresses impacts which may arise during the construction phase. It is noted that through the implementation of mitigation in the form of best practicable means, dust impacts will be low.

It is not clear whether this application includes retainment or reprovision of the existing commercial units. If the latter, this may influence the results of the submitted air quality assessment regarding construction, however it is likely that operational impacts will remain low. As this development is classed as a minor impact development, the following mitigation is required:

Mitigation Requirements

- 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 100% of parking spaces
- A Construction Environmental Management Plan must be produced and submitted to the Local Planning Authority for approval. It must include details of dust and noise mitigation, as outlined in Table 8 of the air quality assessment, dated September 2020
- Any gas fired heating plant should meet the minimum emission standards in table 7
- All construction vehicles shall meet a minimum Euro VI Emission Standard
- All non-road mobile machinery (NRMM) shall meet the criteria in table 10

Environmental Noise

The environmental noise survey was conducted between 13-14th October 2020. During this time Slough was in Tier 1 as a result of the pandemic, therefore surrounding commercial sites should have been operating as usual. This will need to be confirmed by the applicant, to ensure that the survey period was representative of the typical noise climate.

As the monitoring was fully automated, it is not possible for the applicant to comment on whether commercial noise was audible however it is noted a comment in the report states that the dominant noise source was noted to

be traffic along the surrounding road network.

The monitored data presents both LAeq and LA90 noise levels. There is no consideration of LMax levels however as the development is not nearby any major roads, it is unlikely that high LMax levels will result from road traffic sources that would not otherwise be mitigated through standard mitigation.

As a conservative approach, the background noise level of 39dB will be used to set plant noise emission limits. In addition, the report proposes to set plant noise emission limits outside the nearest commercial façade at 50-55dB during the day. This is accepted.

The report indicates that with windows open, assuming conventional thermal double glazing, internal noise levels will exceed the criteria by 9-12dB and 4-5dB during the day and night, respectively. With windows closed, all internal noise level criteria will be met. To ensure that internal noise levels are not compromised by future occupants needing to open their windows for ventilation purposes, it is required that the applicant supplies appropriate glazing and ventilation which ensures that internal noise levels in line with BS8233 are not exceeded. If the chosen ventilation does not allow for temperature control, an overheating assessment must be conducted and submitted to the LPA for review.

Full details of the glazing and ventilation strategy to be implemented, along with the overheating assessment if necessary, must be submitted to the LPA for approval prior to construction of the scheme and must be installed prior to first occupation of the development.

6.3 Resilience and Enforcement Team

I note in the noise assessment that the desirable dB levels are expected to be reached while windows are closed in the building. However it is expected that desirable levels will not be reached while windows are partially open.

In worst case scenario with windows partially open the report shows the desired level of 30dB at night is achieving a result of 35dB as stated in the report *"A difference of around +5dB is likely to be an indication of an adverse impact, depending on the context."*

The mitigation for this in the supporting information states that ventilation will be provided as per Building Regulations to provide whole building ventilation.

My comment here would be to ascertain if this ventilation mentioned would be suitable or sufficient enough to provide adequate ventilation during hot or warm weather removing the need to open windows.

I note the survey was conducted on 13th October 2020 for a period of 24 hours.

Some further observations / comments I would make with regard to noise are:

- Herschel Street is currently closed at the East end with the junction of Alpha Street North due to building works. Traffic over the past

12 months has been diverted away from the area in this time. When this road re-opens I would expect traffic levels to return to normal and a higher volume of traffic passing the property than may have been recorded. This road is busy during the day with taxis and members of the public accessing the town and also serves the Town Centre bus route which operates frequently for a number of busses.

- Due to the Covid-19 pandemic lower levels of traffic and pedestrian activity have been seen on the High Street with various non-essential business closed. As we return to normal from lockdowns it is expected that traffic and activity on the high street will slowly start to resume and will likely again show a higher reading than recorded in October.
- October being the start of colder and darker months typically reflects on the activity in the High Street. During summer months the High Street is busier later into the evening and with warm weather will impact noise levels in this time. This reflects on my previous comment ref ventilation to the properties as in summer months high street noise is generally louder due to late visitors to the high street restaurants and cinema which are in close proximity to the property.

I think the above highlights that although standard double glazing as shown should be enough to meet the desirable dB levels it is essential that whatever proposed ventilation is provided to the properties is adequate enough to mitigate the need to open windows during these times as to avoid noise nuisance from the Towns late night economy.

I could not find any information in the supporting documents but has consideration been given to existing High Street lamp columns (one directly in front of the building) causing potential light intrusion into the High Street facing flats, also high atrium lighting from the Observatory Shopping Centre opposite. I would look specifically at floors 1-3 where bedrooms look over the main High street. Light from these sources could cause night time artificial light nuisance.

Looking at the rear service yard I can see a lot of bin stores and bicycle sheds. What measures will be implemented to protect these sheds from unauthorised entry i.e rough sleepers? Will the main rear access from Park Street also be secured to prevent unauthorised access as this is a common issue we see in similar units in the Town. The ultimate goal would be to protect the area from environmental waste crime from outside sources and unauthorised access attributing to crime and ASB.

Following the submission of additional information:

The aluminium sliding shutters installed should help to reduce light intrusion from the lower high street lighting.

The Bin / Bike sheds at the rear still seem to be insecure which may attract or give access to rough sleepers. We need to confirm overall access control to the rear of the property and how the bins will be protected against unauthorised access and ASB.

As rough sleeping is a issue on the High Street I think this needs to be satisfactorily addressed. This seems to be addressed for access to the main residential areas at the front with a secure lobby but not the rear.

I accept the noise results taking into account the previous survey. My only question therefore is. Will the intended ventilation methods provide adequate ventilation to the properties to negate the necessity to open windows during periods of hot weather?

The noise survey itself states that the threshold for noise can only be reached when windows are closed so the ventilation needs to be adequate.

6.4 Contaminated Land Officer

No comments received.

6.5 Highways

Vehicular Access

Vehicle access is proposed from Park Street via a common rear access / service way with 186 – 188 High Street. Some amendments to the access way were recently approved as part of planning application P/01914/034 for 186-188 High Street.

Park Street falls within Slough BC's "Zone B" "Residents Parking Zone". The Controlled parking zone is in operation Mondays to Saturdays 9am to 5pm.

Access by Sustainable Travel Modes

The site is considered to be situated in a highly sustainable location due to the close proximity of facilities on the High Street, The Curve Library (400m), Tesco Extra (500m), Slough Bus Station (650m) and Slough Railway Station (650m). The Public Transport Accessibility (PTAL) rating for the site is 5 which is considered high. PTAL ratings in Slough range from 1a to 5.

Trip Generation and Traffic Impact

Vehicular trip generation associated with the site will be extremely low given the provision of only 5 parking spaces.

SBC Highways and Transport request that the agent complete a trip generation calculation to establish the likely number of servicing trips and trips by sustainable travel modes.

Layout

The TS includes swept path analysis which shows a 3.5t Panel Van can ingress and egress the access in a forward gear within Figure 1. Figure 2 demonstrates that a large car can ingress and egress each parking space.

Vehicle Parking

The adopted parking standards are published in the Slough Developers Guide: Part 3 – Highways and Transport (2008). The parking standards allow for nil parking provision at residential developments within the highly accessible town centre area. The parking standards also allow for nil parking provision at A1 retail units proposed within the town centre.

The proposals offer 3 general vehicle parking spaces and 2 x disabled badge holder parking spaces. The proposed parking spaces have been assessed in AutoTrack using a large car. It is proposed that car parking allocation and management can be secured by a prior occupation planning condition, requiring a parking management plan.

SBC Highways and Transport consider the low parking provision acceptable given the sustainable location of the site. The low parking provision accords with Core Policy 7 of the Slough Core Strategy which sets the objective to apply maximum restraint to parking for residential schemes in the town centre and sets an aim to limit the number of vehicles entering Slough Town Centre during the peak hours.

In addition, Park Street and the roads surrounding the site are subject to parking restrictions which would prevent residents of the proposed development owning a car and parking it on the local highway network.

SBC Highways and Transport recommend that new residents are excluded from any residents parking permit schemes on nearby roads.

Cycle Parking

The proposal has 4x residential cycle stores providing 31 Sheffield Stands which provide 62 cycle parking spaces and a cycle store for the retail units with 2 cycle parking spaces. The proposed cycle parking is in accordance with the requirements set out for flats and A1 retail warehouses within the SBC Developers Guide – Part 3: Highways and Transport.

Servicing and Refuse Collection

The site access can accommodate a goods vehicle up to 3.5t in size which will be able to ingress in a forward gear, unload/load and then egress in a forward gear.

Larger vehicles would need to use the Goods Vehicle Loading Bay opposite the access.

The TS states that to complete refuse and recycling collection using a private collection company and that the management company would require a 3.5 tonne goods vehicle would be used in the contract. The TS states that the refuse and servicing management could be secured by a prior occupation planning condition requiring a Delivery Servicing Plan or similar.

SBC Highways and Transport recommend that a Delivery Servicing Plan is secured by condition.

Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns I confirm that I have no objection to this application from a transport and highway perspective. I recommend the inclusion of the following conditions and informatives as part of any consent you may issue.

The proposed development at this site will not impact on existing trees within the site boundary. The site on the High Street will not have any ground level amenity areas.

A roof top terrace is proposed as shown on the Proposed Landscape Plan JM063-PL-1050, the general layout is considered acceptable, subject to the inclusion of maintenance facilities for the garden areas. This should include as a minimum a storage units for gardening tools, recreation equipment, and appropriately located taps for the irrigation of gardens during establishment periods and dry periods.

The proposed planting scheme is significantly under stocked and will not establish into a verdant green screen around the edge of the roof terrace. These details can be submitted as under a condition of any approval granted.

No objection subject to the submission of landscape information.

6.7 Lead Local Flood Authority

In order for us to provide a substantive response, the following information is required:

Surface Water

• **Maintenance regimes** of the proposed green roof and the organisation responsible for its maintenance.

Foul Water Drainage

Please provide evidence that Thames Water is to accept the proposed flows to the public sewer.

6.8 Community and Wellbeing

Had no comments to make

6.9 Building Control

'Full assessment of compliance under Building Regulations will be carried out once a formal application or pre application advice, in relation to Building Regulations, is sought

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework and National Planning Policy Guidance:

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 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 15: Conserving and enhancing the natural environment
Chapter 16: Conserving and enhancing the historic environment

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

7.3 Core Policy 1 – Spatial Strategy
Core Policy 4 – Type of Housing
Core Policy 6 – Retail, Leisure, and Community Facilities
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

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

7.5 EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
H14 – Amenity Space
T2 – Parking Restraint
T8 – Cycle Network and Facilities
OSC15 – Provision of Facilities in new Residential Developments

7.6 Other Relevant Documents/Guidance

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

7.8 Planning and Compulsory Purchase Act 2004

7.9 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.

7.10 Emerging Preferred Spatial Strategy for the Local Plan for Slough

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

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

8.0 **Planning Assessment**

8.1 The planning considerations for this proposal are:

- Principle of development
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Impact on vitality and viability of the town centre
- Heritage
- Crime prevention
- Highways and parking
- Air quality
- Sustainable design and construction
- Surface water drainage
- Affordable housing and Infrastructure
- S106 requirements

9.0 **Principle of development**

9.1 The National Planning Policy Framework encourages the effective and efficient use of land, which includes supporting under-utilised land that can incorporate a mix of uses. This is reflected within Core Policies 1 and 4 which seek high density non family type housing to be located in the town centre or urban areas. As the site is located within the town centre and the proposal would be similar in scale and density to the surrounding buildings, the proposal for accords with these objectives.

9.2 The existing site is currently used for retail purposes at ground floor (A1 Use Class) in two separate units with the first floor as ancillary space to the retail. There would be a minor loss in retail space at ground floor level

to accommodate the access, parking, servicing and stairwell to the proposed flats. A further loss would also occur at first floor level as the storage space will be removed.. As these would be relatively small areas compared to the existing floor areas, and the remaining floor space at each unit would still be large enough for the shops to continue their use, no objections are raised regarding the loss of retail space in this instance.

9.3 Having regard to the National Planning Policy Framework and the Local Development Plan, there are no objections to the principle of residential flatted development on this site

10.0 **Mix of housing**

10.1 One of the aims of national planning policy is to deliver a wide choice of high-quality homes and to create sustainable, inclusive and mixed communities. This is largely reflected in local planning policy in Core Strategy Policy 4. The proposal would provide 34 x 1 bed flats and 20 x 2 bed flats and 7 x 3 bed flats.

10.2 The proposed unit mix is considered to be appropriate for a town centre location. A higher concentration on smaller units is acceptable in his location. The provision of a number of 3 bed flats is also considered to be positive as these are less common in town centre developments.

10.3 The quantum of development means that the development is liable for affordable housing provision. In accordance with the Developer's Guide, 19 units would be required as affordable housing, equating to 30% provision. The applicant was accompanied with a viability assessment which concluded that no provision could be made. This is discussed later in the report.

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

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

11.2 The proposal has been amended since its original submission following a number of concerns raised by Officers. The original scheme proposed development as more of a single mass and Offices sought amendments due to concerns over the overall bulk.

11.3 The amended scheme has changed the design concept of the development and adopted a 'two block' approach. The first block fronts the High Street and the second at the southern part of the site. These are connected by a bridging part that is subservient to both blocks. The block approach is considered to be a positive amendment and reflects the design approval that was taken at the former BHS site and this development would be seen in the context of that scheme.

- 11.4 In terms of scale the principal block that fronts the High Street will extend to 6 storeys with the topmost floor set back from the front wall. The height is an increase over the existing building and will sit taller than both buildings either side (the difference to the building to 186-188 High Street would be negligible from street level) however it would be comparable to the height of the approved development at the former BHS site. It would also be comparable to the height of the building opposite to the north that forms part of the Queensmere building.
- 11.5 The block to the south would rise to 10 storeys in height and again the topmost floor would be set back from the other storeys. This is higher than originally submitted but would sit notably lower than the central block of the approved development at the former BHS site. The scale would be higher than other buildings in the area however a town centre location is considered to be able to accommodate taller buildings in principle.
- 11.6 On the basis of the considerations above the scale of the development is considered to be appropriate.
- 11.7 In terms of detailing the proposed High Street elevation is considered to result in an enhancement to the site. The new façade would be more contemporary in appearance and moves away from the functional appearance of the existing building. The development overall includes variety on the faces through window openings, terraces and balconies and with a high-quality palette of external materials, the detailing of the design can be considered to not harm the character and appearance of the area.
- 11.8 The scheme includes the provision of a rooftop garden area on the bridging part which would be accessible for all residents. This is considered to be a positive aspect of the development as flat proposals in central locations often do not have communal amenity space due to site constraints but this scheme provides additional space for the benefit of residents.
- 11.9 On the basis of the considerations above, it is considered that the proposed development will accord with policies EN1 of the Local Plan and CP8 of the Core Strategy and the requirements of the NPPF 2019.
- 12.0 **Consideration on future development of surrounding land**
- 12.1 In considering the initial submission, concerns were raised over the nature of development and its impact on surrounding land in respect of future development.
- 12.2 The proposed southern elevation of the southern block has windows that look out onto land directly adjacent. The site directly to the south contains a number of commercial units that front Park Street and associated servicing and parking. This site is one that the Council would consider to be worthy of regeneration and therefore concerns were raised over the

scale and nature of openings and if that would adversely affect development potential to the south.

12.3 The applicant undertook a massing assessment to demonstrate a possible development scenario for the land to the south and it showed that suitable distance can be achieved with a development that would front Park Street and Herschel Street. The details submitted were sufficient to placate the concerns raised and it is considered that a comprehensive redevelopment of the land to the south can be achieved if this development is permitted.

12.4 There are rear service areas to the east of the site, the rears of 194-198 High Street and 200-202 High Street. These areas are not considered to carry much potential for redevelopment of larger scale due to the locally listed nature of the buildings and there are no concerns with this relationship as a result.

12.5 The massing assessment submitted by the applicant is considered to have demonstrated that this proposal will not compromise the future development of surrounding land.

13.0 **Impact on amenity of neighbouring occupiers**

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

13.2 The existing building immediately west of the site provides new residential accommodation and would be impacted on by the proposal. It is in a 'c' shape as it allows for a small atrium style area which allows light to inwardly facing windows that serve bedrooms or non-habitable rooms of the adjacent units.

13.3 The amended scheme has reduced the height of the bridging element of the proposal so that it sits lower than the adjacent development. The applicant has submitted a daylight/sunlight assessment that considers the impact on these neighbouring windows. The report demonstrates that the development would still enable suitable light levels to be reached by the central windows, all of which serve either non-habitable rooms or bedrooms.

13.4 There is a residential occupation to the west at what appears to be the rear of 202 High Street. The development would be visible from this property but given its scale and distance, it is not considered to have a significant adverse effect on amenity.

13.5 The development is not considered to be overbearing to any other neighbouring residents and the nature of the approved BHS redevelopment scheme is such that the scheme would not have any perceived adverse impact on those approved units either.

13.6 The proposal is therefore considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

14.0 Living conditions for future occupiers of the development

14.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings

14.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."

14.3 It is noted that all the units meets and exceed the requirements of the national space standards to residential units which creates a good level of space for residents. The majority of units are provided with their own terrace or balcony and the amended scheme took account of Officer comments that highlighted that some of the larger 3-bed units did not have a particularly large amenity area. 6 units would not have a balcony which is unfortunate. It is however offset by the inclusion of a rooftop garden which is accessible to all residents. This would provide soft and hard landscaping and provides private outdoor space for all residents.

14.4 Considerations were had to the outlooks that the proposed units would have. The southern facing units on the larger block in particular would have an outlook over the carpark and service yard associated with the units on Park Street although many are at a height that would view over this land. This is not an ideal outlook for potential residents however it is acknowledged that this is a relatively common scenario for town centre developments due to the wider range of uses in a closer relationship than sites outside of centres. While it is not ideal, the outlook from the proposed units is not considered to result in substandard living conditions for residents.

14.5 In terms of noise impacts additional information was requested as the noise assessment had indicated that the noise levels when windows are partially open could cause an adverse effect and therefore it is recommended that the building is ventilated. The additional information was requested to help understand the impact to a greater degree and once submitted there was no objection in principle due to the inclusion of ventilation systems for the windows.

14.6 Consultation responses from both Environmental Quality and the Neighbourhood Team have emphasised the necessity to install an appropriate ventilation system that would achieve suitable amenity standards for residents. This level of detail can be secured by condition and has been drafted as part of the recommendation. The requirement will see the applicant submit details of glazing, ventilation and overheating

mitigation that can be approved by the Council prior to occupation of any units.

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

15.0 **Crime Prevention**

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

15.2 The Crime Prevention Design Advisor initially provided comments raising concerns over the nature of the ground floor area that would be used to access the residential units and also used to service the retail units. The amended plans have taken on board the comments made and as a result no objections are raised.

15.3 A condition is included in the recommendation that will require the development to achieve a secured by design accreditation and no objections are raised as a result.

16.0 **Heritage**

16.1 The existing building is not considered to be of any merit that would make it worthy of retention. However the buildings to the immediate east are locally listed as identified in Appendix 5 of the Local Plan. Individually these sites are regarded as 194-198 High Street and 200-202 High Street and the proposed development will affect their setting.

16.2 The application was accompanied with a Heritage Assessment which has been considered by the Council's Conservation Consultant and no objections are raised.

16.3 The increased scale of the building will see to bookend these building as it will match the scale of the approved BHS redevelopment scheme. The character of the building will not be affected by the development and while the setting will be affected due to the increased bulk, the impact would be considered to be less than substantial. The scheme provides a number of public benefits, including the provision of housing and these would outweigh the any impacts on the significance of the building.

16.4 Historic England were consulted to consider the scheme in light of any impact on the setting of Windsor Castle and no objections were raised.

On the basis of the considerations above the proposed development is not considered to have an adverse impact on the setting of the adjacent locally listed buildings or Windsor Castle.

17.0 Highways and Parking

- 17.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 17.2 The Highways Officer has raised no objections to the scheme subject to receiving additional information relating to trip generations that will calculate the number of movements. It is noted that the Highways Officer has already considered that movements would be low due to the number of parking spaces proposed. This information has been submitted and no comments have been received to date.
- 17.3 The proposal provides 5no parking spaces, 2 of which will be accessible. The number of parking spaces at the site is considered to be acceptable given the highly sustainable location of the site. Furthermore the scheme provides an acceptable number of cycle parking spaces.
- 17.4 The proposed servicing arrangement utilises the area set aside from the adjacent retail units at 186-188 High Street. This gives suitable space for service vehicles to pull off Park Street compared to the current scenario which gives space on street for servicing and this space is often occupied by cars.
- 17.5 Subject to final confirmation from the Highways Officer, the scheme is not considered to have an adverse impact on highway safety and convenience and the scheme is therefore considered to be acceptable in light of Core Policy 7 of the Core Strategy, Policy T2 of The Adopted Local Plan for Slough 2004 and the parking standards set out in Developer Guide 3 (Parking Standards Table 5) and the NPPF.

18.0 Sustainable Design and Construction

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

18.2 The application included an energy and sustainability statement. The statement advises that with the inclusion of a number of sustainable technologies as part of the development the scheme can achieve a carbon saving of 15% relative to Part L of the Building Regulations and of that, a maximum of 9% will be achieved via PV panels.

18.3 This is considered to be acceptable in planning terms subject to a condition that would require development to be implemented in accordance with the proposals in the applicant's submitted statement.

19.0 Air Quality

19.1 The application site is not situated within an Air Quality Management Area (AQMA). Therefore there will not be an unacceptable exposure to air pollution for future occupiers of the development.

19.2 An Air Quality Assessment was submitted with the application and no objections have been raised subject to conditions to secure electric charging facilities and a construction management plan, both of which are included as part of the recommendation and there are no objections in respect of air quality impact as a result.

20.0 Affordable Housing and Infrastructure

20.1 Core Policy 1 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

20.2 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.

20.3 The application is liable to affordable housing provision and financial contributions however the submission included a viability appraisal which concluded that there is no ability to provide any units or contributions with this scheme.

20.4 The appraisal has been considered by the Council's consultant and they have agreed with the conclusions.

20.5 In respect of viability, the NPPF states, at para 57:

The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

20.6 The viability circumstances of the site mean that the Council is unable to secure any affordable housing or development contributions. This is an unfortunate situation given the need for affordable housing provision in Slough and the potential for centrally located units. However there is no reason to doubt the conclusions of the Council's consultant and therefore no contributions are sought. However it will be required that the applicant agrees to a review mechanism in a S106 agreement that would allow for a reappraisal of the site in the future to determine if viability has changed and therefore obligations could be secured.

21.0 **Surface Water Drainage**

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

21.2 The application was submitted including drainage proposals and additional information was requested and provided. No objections are raised subject to ensuring development is implemented in accordance with the approved plans.

22.0 PART C: RECOMMENDATION

22.1 CONDITIONS:

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

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

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

(a) Drawing Number JM063_PL_1050 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(b) Drawing Number JM063_PL_1051 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(c) Drawing Number JM063_PL_1100 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(d) Drawing Number JM063_PL_1100_5 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(e) Drawing Number JM063_PL_1101 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(f) Drawing Number JM063_PL_1102 4, Dated 23/03/2021, Recd On 23/03/2021

(g) Drawing Number JM063_PL_1103 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(h) Drawing Number JM063_PL_1104 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(i) Drawing Number JM063_PL_1105 Rev 4, Dated 23/03/2021, Recd

On 23/03/2021

(j) Drawing Number JM063_PL_1106 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(k) Drawing Number JM063_PL_1107 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(l) Drawing Number JM063_PL_1108 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(m) Drawing Number JM063_PL_1109 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(n) Drawing Number JM063_PL_1200 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(o) Drawing Number JM063_PL_1201 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

(p) Drawing Number JM063_PL_1300 Rev 4, Dated 23/03/2021, Recd On 23/03/2021

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.

3. Prior to the commencement of any above ground works, details of all facing materials, including render colours, glazed facades, timber louvres and metal framework framing to be used on the relevant block on all external facades and roofs of the buildings, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works commencing on the relevant part of the development. No part of the development shall be used or occupied prior to the implementation of the approved details. The development shall be carried out strictly in accordance with the approved details.

REASON: To ensure a satisfactory external appearance of the development and to respect the setting of nearby listed buildings in accordance with Policies EN1 and EN17 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

4. No part of the development hereby permitted shall be occupied until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design Gold Award' accreditation will be achieved has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social 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 requirements of the NPPF 2018.

5. Prior to first occupation of the development hereby permitted, a scheme for landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:
 - a. details of all hard surfacing;
 - b. details of all boundary/barrier treatments;
 - c. details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees.
 - d. details of irrigation system for soft landscaping aftercare
 - e. details of equipment storage for the care and maintenance of the roof terrace.

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004

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

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

7. No part of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties and to provide safer access to the cycle store in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004, and the requirements of the NPPF 2018.

8. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON The proposed works will be in close proximity to underground water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

9. No development shall begin until details of a scheme (Construction and Environmental Management Plan) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

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

10. Prior to the occupation of any residential unit hereby approved, details of the proposed system of Mechanical Filtered Ventilation (including proposals for overheating mitigation) within each flat shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried in full accordance with the approved details prior first occupation and retained as such at all times in the future. Each Mechanical Filtered Ventilation unit shall then be used and maintained in accordance with the manufactures requirements at all times in the future.

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

11. The surface water control measures shall be carried out in accordance with the Indicative Surface Water Drainage Assessment from RSK ref: 13397-R1(0)-ISWDS dated October 2020 and rthe following drawings:

- Drainage Layout 133974-RSK-ZZ-XX-DR-C-01- Feb 2021
- Green Roof Layout 133974-RSK-ZZ-XX-DR-C-02
- Drainage Construction Details 133974-RSK-ZZ-XX-DR-C-03

The drainage system shall be managed and maintained for the lifetime of the development in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026, and the requirements of the NPPF 2018.

12. 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

13. No windows (other than those hereby approved) shall be formed in the development hereby approved without the prior written approval of the Local Planning Authority.

REASON To protect the privacy of the neighbouring property and to ensure no overlooking to the car park site to help ensure that these would not prejudice wider redevelopment in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and H9 of The Adopted Local Plan for Slough 2004, and the requirements of the NPPF 2018.

14. The windows in the shop front elevations for the retail uses at ground floor shall be constructed in clear glass and there shall be no obstruction, colouring, laminating, or similar behind the glass that would prevent or restrict views into the ground floor unit.

REASON In the interests of protecting the visual amenity, vitality and viability of Slough town centre in accordance with the provisions of Policies S1 and EN1 of The Adopted Local Plan for Slough 2004 and Policy 12 of the adopted Core Strategy 2006-2026, and the requirements of the NPPF 2018.

15. The development hereby approved shall be implemented to fully include the proposals and measures set out in the Sustainability and Energy Statement produced by Ensphere, reference 20-E110-002 dated October 2020 unless otherwise agreed in writing with the Local Planning Authority.

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

16. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approved 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.

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

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

18. No occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.

REASON: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with residential properties in accordance with Core Policy 7 of the Slough LDF 2006-2026.

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

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

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

- a) Ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
- b) Ensure spaces are not permanently linked to dwellings.
- c) State how electric vehicle charging point spaces will be made

available to residents with plug in vehicles.

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

e) Allocation of any visitor spaces. No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter the allocation and use of car and electric vehicle parking spaces shall be in accordance with the approved scheme.

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

21. No part of the development shall be occupied until secure cycle parking store has been provided in accordance with the standards set out in the Slough Developers Guide. Once laid out and constructed that area shall not thereafter be used for any other purpose.

REASON: To ensure that adequate and convenient cycle storage is provided to accord with the standards set out in the Slough Developers Guide.

22. None of the residential units hereby approved shall be occupied until the following details have been submitted to and approved in writing by the Local Planning Authority:

a) Specifications of the proposed windows and glazed door installations. The details shall demonstrate that the proposed windows/glazed doors ensure that internal noise levels in line with BS8233:2014 are not exceeded

b) Details of the proposed mechanical ventilation including details of ventilation noise outputs along with a noise assessment in accordance with any mitigation in accordance with ProPG: Planning and Noise Guidance and BS8233:2014 shall be submitted to and approved in writing by the Local Planning Authority.

c) If the proposed system of ventilation does not include temperature control, an overheating assessment must be submitted that sets out specific mitigation measures to ensure residents will not be subject to overheating in the residential units hereby approved.

The development shall then be carried out in full accordance with the approved details prior to first occupation of the development hereby approved. Each Mechanical Ventilation unit shall then be used and maintained in accordance with the manufactures requirements for the lifetime of the development.

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

