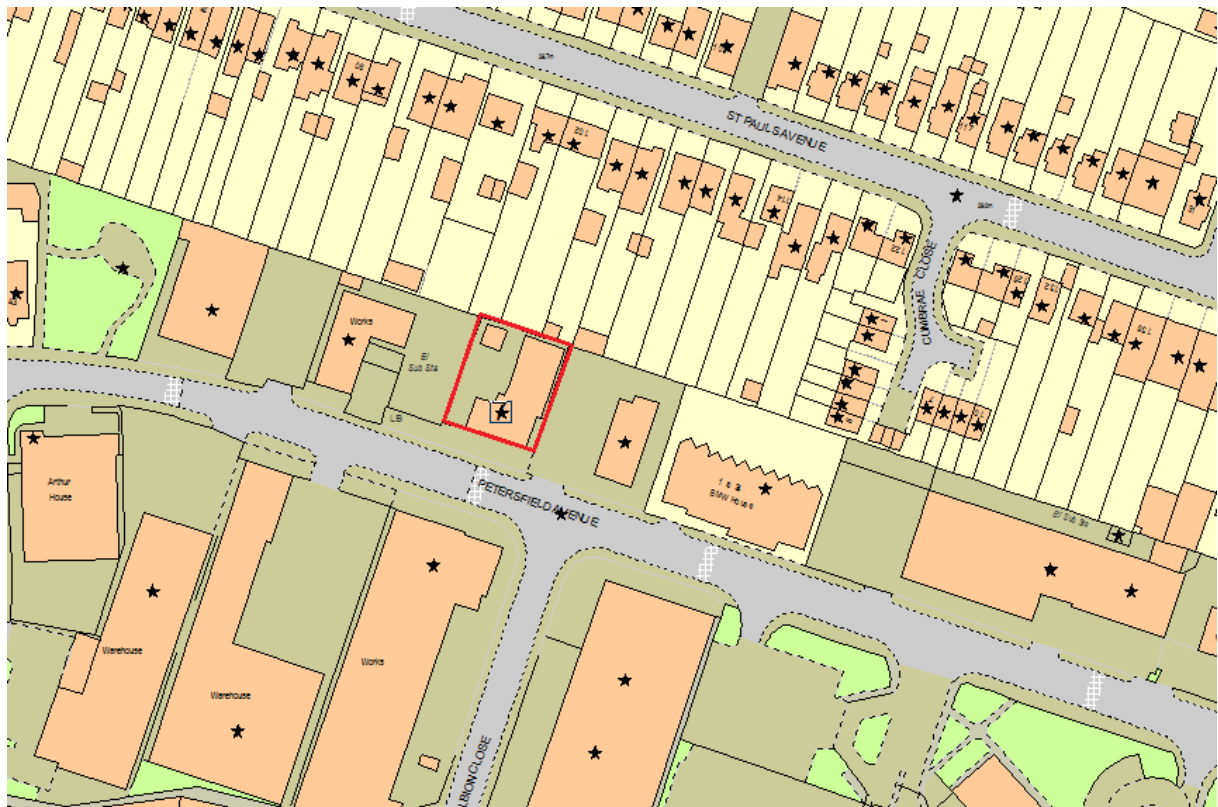


Registration Date:	24-Aug-2020	Application No:	P/02028/008
Officer:	Alistair de Joux	Ward:	Central
Applicant:	Hom Investments Ltd	Application Type:	Major
		13 Week Date:	23-Nov-2020
Agent:	Danks Badnell Architects Ltd, Kings Stables, 3-4 Osborne Mews, Windsor SL4 3DE		
Location:	Thomas House, Petersfield Avenue, Slough SL2 5EA		
Proposal:	Demolition of the existing building (Use Class B2) and construction of a 5 storey building with lower ground parking, to accommodate 18 residential units (Use Class C3) with associated works.		

Recommendation: Delegate to the Planning Manager for approval subject to the criteria set out in paragraph 1.1.



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:

1. No objections that raise substantive additional issues arising from reconsultation having been received by 25th June 2021;
2. Satisfactory resolution of surface water drainage issues;
3. Satisfactory provision of refuse / recycling storage, visitor cycle storage and basement car park provision for disabled car space and confirmation of cycle spaces;
4. The satisfactory completion of a Section 106 Agreement to secure infrastructure made necessary by the development; and
5. Finalising conditions and any other minor changes;

OR

B. Refuse the application if the completion of the above has not been satisfactorily completed by 23rd December 2021 unless a longer period is agreed by the Planning Manager, or 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 The proposed building would provide 18 no. units in a five storey building with an excavated lower ground undercroft to provide parking for 17 no. cars including one intended for disabled use, and a cycle store for 18 no. cycles. Five of the flats would provide one bedroom and the remainder two bedrooms.

2.2 The building has been designed in a similar style to the apartment building at BMW House, which is to the east of the site on Petersfield Avenue at a distance of less than 50m. Like this neighbouring building, the main structure would be four storeys high and clad predominantly in brick with cast stone detailing with a fifth floor level clad in standing seam metal or slates, which is set back from the front and in from the rear main building lines. Unlike BMW House, the building features slit windows in the flank wall elevations, which visually break up the expanse of this wall. As it will be necessary for these to be obscure-glazed and non-opening, the flats can be regarded as a mix of single and dual aspect, facing either

to front and / or to the rear. (These aspects of the proposal are further discussed in Section 10 and 11 of this report.)

- 2.3 The proposals have been amended during the course of the application, with key changes including the elimination of the majority of balconies at the rear of the building, which would face 100-104 St Pauls Avenue, and improved space for landscaping at the rear.

3.0 Application Site

- 3.1 The site currently comprises a single storey building with a vehicle access on the western side of the site and car parking to the front, set on the north side of Petersfield Avenue and approximately 300m to the east of the Slough Local Plan town centre boundary. It is understood to be in a current commercial use by HSB Plastics, and is within an existing business area. The surrounding area is mixed with industrial, commercial residential accommodation. Immediately adjacent to the proposed site are the following:

- North: Residential gardens associated with properties at 100 – 104 St Pauls Avenue (even number range);
- East: Commercial use (Auto Centre);
- South: Petersfield Avenue
- West: Commercial use and substation.

- 3.2 Also to the east, there is an existing apartment building of similar height to that proposed here, BMW House, which was subject to planning permissions granted in 2018 and 2019 (refer planning history below). Other buildings in the surrounding area vary in form, scale, style, and appearance. Retriever House which is opposite on Petersfield Avenue is typical of the small scale buildings currently in employment uses in this locality; it sited on a corner site with frontage also to Albion Close, which serves a range of industrial and distribution premises.

4.0 Relevant Site History

- 4.1 The site has no recent planning history, the site application having been made and approved in 2006:

- P/02028/007 Change of use to car/vehicle hire (Sui Generis). Approved with conditions and informatives: 24 October 2006.

- 4.2 The BMW House site referred to above has the following planning history:

- P/00988/015 Demolition of the existing B8 and B1 office and warehouse and the construction of a part 4, part 3 and part 2 no. storey residential building comprising of 24 no apartments, with a semi basement car park. Approved with conditions and informatives: 14 March 2018.
- P/00988/016 Construction of an additional storey on top of existing apartment building. New floor to provide 4no. additional apartments comprising 3no. 1 bed apartments and 1no. 2 bed apartment, and associated parking. Approved with conditions and informatives: 2 May 2019.

5.0 **Neighbour consultations**

5.1 Site notices were initially posted on Petersfield Avenue and St Pauls Avenue on 8th September 2020. Reconsultation site notices were posted following the receipt of amended drawings week ending 4th June, and the application was advertised in the Slough Express also on 4 June 2021. The reconsultation on amended drawings therefore continues until two days after the Committee meeting where this application will be considered. Any additional comments received will be noted in the amendment sheet.

5.2 The following comments were received in response to the first consultation, from the occupiers of six properties in St Pauls Avenue:

- The proposals will lead to loss of privacy of residents. Using the example of BMW House flats can be viewed internally at night time because of the full height of the ceiling to floor windows. Smaller windows should be used in the rear design of the building and the small balconies should be created at the front of the building only. Obscured glazing of rear-facing windows is suggested by another objector.
- There will much more noise than at present, both during construction and occupation on the building.
- Impacts on parking on St Pauls Avenue in conjunction with other recently approved development in the area.
- Increased traffic congestion.
- Loss of light.
- This area of Slough cannot absorb more housing.

6.0 **Consultations**

6.1 **Berkshire Archaeology**

The site lies within a built environment where there has been little past opportunity for archaeological mitigation works.

Due to this there is little understanding of the archaeological potential of the overall area, and what as-yet unknown heritage assets could be at risk from this and future development.

The proposed site is limited in scale and has been significantly developed in the past. It is currently laid entirely to hardstanding around the existing structure. This will have had a significant negative impact on the survival of potential archaeology.

Despite this lack of understanding of archaeological potential in the local area, in the view of Berkshire Archaeology, the past development impacts and scale of the development mean that no scheme of archaeological mitigation is warranted in relation to these development proposals.

Therefore, in the view of Berkshire Archaeology, should this development proposal be permitted, it should be allowed to proceed with no further requirement for archaeological mitigation works.

6.2 **Thames Water**

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.

SBC consultees

6.3 Lead Local Flood Authority

We have reviewed the following information in relation to the above planning application:

- Surface Water Drainage Strategy (SWDS) Report No. 5501_SWDS Prepared by Ambiental Environmental Assessment August 2020

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

Surface Water Drainage

- Evidence from Thames Water for acceptance to discharge surface water to public sewer network.
- Please provide a drawing showing proposed overall level strategy for the site and how this interacts with the proposed drainage strategy.
- Exceedance flows are considered in the report section 6.1. Please provide a more detailed drawing showing where surface water will flow, and pooling may occur.

Foul Water Drainage

- No foul proposals have been submitted. Please provide a foul drainage design and confirmation from the statutory water authority that there is sufficient capacity at the proposed connection location to cater for the proposed development foul flows.

6.4 Air Quality

In line with the Slough Low Emission Strategy, the scheme is considered to have a MINOR impact on air quality. As such, only Type 1 mitigation is required in line with the Low Emission Strategy.

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided for each parking space, in line with table 7 of the LES Technical Report.
- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report.

6.5 Environmental Noise

Petersfield Avenue is highly industrial. Sources including commercial activity, plant noise, road traffic and HGV noise are likely to cause disturbance to future occupants of the development. Due to this, it is requested that an environmental noise

assessment is completed in line with ProPG: Planning and Noise Guidance. The assessment will indicate the likely risk of adverse effects from:

- Noise arising from current traffic sources e.g. road traffic, rail and aviation, on future residents of the development
- Increase in traffic noise to existing residents in the area and future residents of the development
- Existing and/or proposed plant noise to existing residents in the area and future residents of the development (for example, presence of substations)
- Existing commercial noise including operational HGV noise
- Construction traffic noise and construction activities on site

The assessment will indicate the likely risk of adverse effect from noise, which will determine the level of mitigation required for the development. This may include:

- Consideration of development orientation and internal layout for screening purposes and to locate bedrooms facing away from noise sources, to ensure an internal noise level of LAeq 35 dB is not exceeded during the day or LAeq 30 dB during the night, or exceed LAMax limit of 45dB 10-15 times per night
- Application of good acoustic design principles such as acoustic glazing for windows, and potential for air ventilation systems, details of which shall be submitted as part of the noise impact assessment.

6.6 Land Contamination Officer

The report identified several Potential Source-Pathway-Receptor Linkages for Human Health Risk Assessment and recommends further intrusive ground investigation. I concur with this decision as this is supported by our database of Potentially Contaminated Land sites.

The report also includes an **Intrusive Investigation Method Statement** which outlines the requirements for further investigation work. The proposed works and monitoring are acceptable (subject to conditions as recommended).

6.7 Tree Officer / Arboricultural / Landscape Consultant

Comments have been provided to several iterations of the landscape plan. The revisions have been requested to improve the ability of the proposed soft landscaping scheme to provide screening to the rear of the site.

There is a large mature tree growing on adjoining land. It is highly likely that the proposal will have an impact on this tree both in terms of construction and post development pressure. Construction: damage to soil, branches etc. Post development as this tree is a sycamore which will drip honey dew onto parked cars leading to damaged paint.

The applicant must provide supporting information to demonstrate how these issues are overcome.

A detailed landscape plan is also needed.

The consultant also commented on public realm tree planting as follows:

I have assumed the design of the tree pits would be fairly standard 900mm x 900mm pit with stake in the hard surfaced areas, this is a detail that would normally be addressed by the highways tree officer. Increasing the specification for tree pits with the use of strata cells would be supported if there is space to do so. There is excellent guidance and cad plans on both the main suppliers web sites

here: <https://greenblue.com/gb/case-studies/> or
<https://citygreen.com/products/stratacell/>

I have attached a more detailed design for convenience. Both products are very similar in function with minor nuance.

Providing a tree lined street along Petersfield Avenue would have significant long term benefits for the community. Street trees play an important role in reducing air pollution, surface water flooding, crime reduction and increase a sense of wellbeing for people.

To further the feasibility of this a site survey by the highways tree officer should be undertaken to determine if tree planting is possible and not constrained by underground services. It would also be useful to have confirmed costs for tree planting for Sec106 agreements.

6.8 Transport and Highways Development

The following comments were received on an earlier basement car parking layout with a slightly larger basement area and less retained ground for soft landscaping than is now being considered:

A Transport Statement produced by PEP has been submitted in support of the application which covers Transport Issues associated with the site.

Vehicular Access

The agent has confirmed that the existing services covers in the footway adjacent to the site would be adjusted to suit the crossover including lowering the services if required, at cost to the applicant. The existing access would be closed off and the adjacent kerbs and footway reinstated, which would be dealt with at detailed design stage.

Trip Generation and Traffic Impact

An amended assessment of the site's trip generation potential has been completed by PEP transport consultants who have removed the **EX-03-X-01** survey site at Southend-On-Sea which SBC considered incomparable with the proposed development in Slough. The amended trip rate per dwelling is 0.223 two-way trips during the AM Peak Hour and 0.232 two-way trips during the PM Peak Hour. The resultant trip generation would be 4 two-way trips during the AM Peak Hour (0800-0900) and 4 two-way trips during the PM Peak Hour (1700 – 1800).

SBC considered TRICS Site: **DV-03-C-01**, Bonhay Road, Exeter incomparable with the proposed site and requested its removal from the calculation of trip generation. The agent has not removed this site from the calculation and this site is still considered unsuitable for a site in this location.

However, the removal of the site would not greatly increase the expected trip generation of the site and therefore SBC Highways and Transport have no objection to the application on the basis of trip generation which is likely to have a negligible impact on highway capacity.

Parking Provision

The scheme has been revised to provide 17 parking spaces in order to accommodate a landscaping margin on the site. SBC Highways and Transport accept the provision of 17 parking spaces on the basis that they are allocated to each dwelling.

Parking Layout

The agent has provided swept path analysis (pep Track 3286.T02) of the proposed basement car park in response to SBC's previous comments dated 17th December. The swept path analysis has been completed using an estate car measuring 1.804m wide and 4.71m long.

SBC require the swept path analysis to be completed using a large car measuring 5.1m long in accordance with the specification provided in Design Bulletin 32. Various models of cars longer than 5.1m long are available for purchase.

The swept paths show that a car would need to use the full width of the access ramp to access each space within the basement. It would appear that a car ingressing/egressing a space would need full use of the ramp and car park and that other cars would need to wait for the ingressing/egressing car to finish its manoeuvres.

Given the geometry of the car park forces vehicles to occupy the centre of the ramp, the site geometry could also encourage vehicles ingressing the site to reverse back onto the public highway to allow vehicles to egress the development.

SBC require the implementation of a priority system controlled by traffic lights which prioritizes access for vehicles entering the development which are waiting at the gate. This is to prevent vehicles reversing onto the public highway given that Petersfield Avenue is a well trafficked through road.

Electric Vehicle Charging Parking Provision

The agent has sought clarification on the number of Electric Vehicle Charging Points (EVCP) required for the proposed development. The Slough Low Emissions Strategy (2018-2025) provides guidance for the provision of EVCP.

Table 7 of the strategy requires residential developments to provide 1 charging point per unit, for each unit with an allocated/dedicated parking space and requires that the residential EV Charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase.

Therefore SBC Highways and Transport seek agreement that 17 charging points will be provided.

6.9 Refuse and Recycling

There is No Access to the refuse bins once cycles are attached to the visitor's cycle racks.

An 1100lt bin is both large and requires a fair amount of space to manoeuvre both for the refuse bin and the person moving the bin.

Requirements for this location should be two 1100lt refuse and three 1100lt recycling containers.

6.10 Education

After a large expansion programme in the primary sector over a decade or so birth rates have dropped in more recent years. This has created a surplus of places in some areas of the town in the infant phase, we remain short of places in the junior phase so still request contributions for this phase. We only (seek funding) for places where there is a need to create extra places for the new development.

Section 106 funding is therefore requested as follows:

Primary	Secondary	Post-16	Early Years	SEND	Totals
£22,304	£9,859	£9,859	£4,339	£4,194	£50,556

PART B: PLANNING APPRAISAL

7.0 Policy Background

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

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 6: Building a Strong Competitive Economy
- Chapter 7: Ensuring the vitality of town centres
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 10: Supporting high quality communications
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment
- Chapter 16: Conserving and enhancing the historic environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which, for decision-taking, means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

- Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
- Core Policy 4 - Type of housing
- Core Policy 5 - Employment
- Core Policy 7 - Transport
- Core Policy 8 - Sustainability and the Environment
- Core Policy 9 - Natural and Built Environment
- Core Policy 10 - Infrastructure
- Core Policy 11 - Social Cohesiveness

Core Policy 12 - Community safety

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

Policy H11 - Change of Use to Residential
Policy H14 - Amenity space
Policy EN1 - Standard of Design
Policy EN3 - Landscaping
Policy EN5 - Design and Crime Prevention
Policy T2 - Parking Restraint
Policy T7 - Rights of Way
Policy T8 - Cycling Network and Facilities
Policy T9 - Bus Network and Facilities

7.4 Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4:
 - Part 1: Planning application procedure and decision making
 - Part 2: Developer contributions and affordable housing
 - Part 3: Transport and highway guidance
 - Part 3: Update to Table 3 charges for highways agreements and licences
 - Part 4: General development guidance
- Proposals Map 2010
- SBC Slough Low Emission Strategy (LES) 2018 – 2025 Technical Report

7.5 Planning and Compulsory Purchase Act 2004

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

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

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

7.6 Emerging Preferred Spatial Strategy for the Local Plan for Slough

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. The *Local Plan Spatial Strategy Key Components* report was considered by the Planning Committee at the extraordinary meeting of 26th August. The three key themes for the Spatial Strategy which are derived from the Local Plan Vision and analysis of the most important issues that are facing Slough. These are:

- To make Slough a place where people want to “work rest, play and stay”, by making sure that people who have prospered in Slough have the opportunity to “stay” in the Borough
- By making sure that we have “inclusive growth” in Slough by ensuring that more of the wealth that is generated in Slough stays in Slough, by enabling residents to participate in more of the well paid employment opportunities in the town and providing more facilities in the Borough for people to use and enjoy.
- Making Slough a place where residents can meet all of their needs and be able to “live locally” in their own community, which will help to develop local communities and reduce the need for people to travel.

7.7 Equality Act

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

8.0 **Planning Assessment**

8.1 The planning considerations for this proposal, as considered in the following discussion, are:

- The principle of redevelopment
- Mix and density of dwellings
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- The amenities of future residents at the site
- Sustainable Design and construction

- Flood Risk and Surface water drainage
- Ecology
- Housing Supply
- Affordable Housing
- Highways / Transport and parking
- Safe and Accessible Environment
- Fire Strategy
- Infrastructure / Section 106 requirements

9.0 Principle of development

9.1 Core Strategy Policy 1 (Spatial Strategy) provides for development to take place within the built up area and predominantly on previously developed land, with high density housing located within the town centre. It also states that

Elsewhere the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings. Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited.

9.2 The explanatory text for Core Strategy Policy 4 (Types of Housing) states that individual sites will continue to be redeveloped for housing in the more accessible "urban" areas of the town such as the edge of centres, some main road frontages and other mixed use medium or high density areas that are well served by public transport. Read in conjunction with Policy CS1, this provides some support for flatted development that are in the more urban areas of the town but outside the Town Centre, subject to the site's context, location and availability of services. While the site is outside the Town Centre as existing, it is in a highly sustainable location that is within easy walking distance of the town centre's amenities and transport hubs, and within an area that already includes high density residential development as well as employment uses.

9.3 However, the site is within a protected employment area. Core Strategy Policy 5 (Employment) sets out that there will be no loss of sites to non-employment generating uses, especially where this would reduce the range of jobs available. The proposal would result in the loss of 380 sq.m. of employment floorspace, and it therefore represents an exception to policy which must be given significant weight in the planning balance. The application states that:

The existing building requires major refurbishment to bring it back into a lettable standard for B2 use, and is in a condition likely to prove unacceptable to the commercial leasehold market, especially due to its location away from the Slough Trading Estate, poor vehicular access for large vehicles and limited size of the unit.

Due to the extent of refurbishment works required this is not considered a viable option and the client now seeks an alternative long term financial solution, especially as the business currently operating from the premises do not own the building and their lease is due to finish by the of the year.

In addition they have advised our client that they will not be renewing the lease. This is likely due to the poor standard of accommodation within the building, its size and location. It is extremely unlikely that any new tenant would take on a lease without a major refurbishment and building improvements.

- 9.4 No evidence has been submitted to show that any marketing either of the building or the site for employment purposes has been undertaken, or any other feasibility study carried out for a non-residential development, although the Planning Statement notes that pre-application advice was given in 2020 and did not oppose residential development. This considered two options, one fully residential and the other with a small ground floor office space. The advice given suggested that inclusion of the office space would not be necessary.
- 9.5 The application states that “*The site is within an area recognised as suitable for residential redevelopment within emerging policy*”. However, the Local Plan is at a very early stage of preparation and carries only very limited weight in decision making at this stage. The applicant’s Planning Statement refers to the inclusion of the site within the 2016 Review of the Local Plan for Slough as site ref. OTH144, which included all of the existing commercial development on the northern side of Petersfield Avenue. Site ref. OTH144 was also included in the Local Plan Issues and Options Consultation Document of 2017. In both documents, it was suggested that “Residential led redevelopment and streetscene enhancement” would be appropriate for the area of existing commercial development on the northern side of Petersfield Avenue. More recently, the Proposed Spatial Strategy Regulation 18 Document (November 2020) was recently consulted on. This referred only briefly to the site, as one of “...the growing and proposed residential areas north of the station such as on Petersfield Avenue and the Akzo Nobel site”. The Regulation 18 Document also references the Slough Regeneration Framework 2020. This is not a statutory planning document, which is of relevance here in that it notes the potential for incremental change from employment to residential use in this area, and also states that Petersfield Avenue could form a key pedestrian link between the Akzo Nobel site and the railway station:]

Petersfield Avenue...provides an important west to east connection and walking route between Stoke Road and Wexham Road and potentially onwards to Uxbridge Road through the Akzo Nobel and former Gas Works sites when these are brought forward for development. The route can also serve to link residential areas to the northern entrance to the railway station. The public realm needs improving on this route to deliver continuous footways and with tree planting improving the streets quality, and breaking up the visual impact of on street car parking.

- 9.6 As the Akzo Nobel site is now coming forward for development following outline permission being granted in November 2020 for a strategic mixed use development including up to 1000 homes (planning ref. P/00072/096), the ability of the sites north of Petersfield Avenue including Thomas House site to achieve streetscene enhancement as well as residential-led redevelopment can therefore be seen as part of the Council’s direction of travel for the enlargement and enhancement of Slough town centre and its surroundings. While this in itself does not overcome the policy objection to

the loss of employment space, this must be given some weight in the planning balance.

Having regard to the NPPF 2019 and Core Policies 1 and 4 of the Core Strategy, it is considered that there is significant support within the adopted Development Plan to support the principle of higher density of residential development in this location, subject however to mitigating impacts on existing nearby residential occupiers and any other amenity issues.

- 9.7 The Policy CS5 constraint on protecting employment areas must also be considered against the overall level of housing needs. As Slough does not currently have a five housing land year supply, paragraph 11 of the NPPF must be considered. This states that in making decisions on applications,

...this means: ...

d) where ...the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

- 9.8 The issues in NPPF para. 11 (d)(i) and (ii) are further considered in the discussion below.

10.0 **Mix of housing**

- 10.1 A key aim of national planning policy is to deliver a wide choice of high quality homes and to create sustainable, inclusive and mixed communities, and this is reflected by local planning policy in Core Strategy Policy 4 (Types of Housing). This states that in urban areas outside of the town centre new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location and the availability of existing and proposed local services, facilities and infrastructure.
- 10.2 The proposed mix of unit sizes at the site is 5 one-bedroom (1B1P) and 15 two-bedroom flats. The two-bedroom units are predominantly designed to 2B3P standard but also include five 2B4P flats. The majority of the flats would be single aspect, and six of these have a single aspect to the north, while eight of the two-bedroom flats would be dual aspect including all five of the larger 2B4P units. This represents a greater proportion of larger units than at BMW House where the mix as approved under the two planning permissions noted in the Planning History above was 13no. 1-bed and 15no. 2-bed flats.
- 10.3 While the flatted nature of the development means that it is implicitly less suitable for family occupation than would be the case with dwellinghouses, the provision of eight dual aspect 2-bed flats all with a south facing balcony or terrace, including five which meet the size standard for 2B4P apartments, provides the option of occupation by small families.
- 10.4 The single aspect north-facing flats comprise one 1-bed ground level flat

with a terrace, four 2-bed (2B3P) units with one at each level from ground to third floors, and one 2B4P unit at fourth floor level. Those at ground floor and fourth floor levels all have a private terrace.

- 10.5 A financial contribution towards provision of off-site affordable housing is to be provided, in accordance with the Council's Developer Guide Part 2 "Developer contributions and affordable housing", which does not require on-site affordable housing provision for developments of 15 - 24 flats. Details are set out in Section 22 of this report.
- 10.6 Overall, the development provides a diverse range of unit sizes, which is considered appropriate for this location, and which will contribute to a balance of household types and sizes in this locality. As such this aspect of the proposal is considered to be acceptable.
- 11.0 **Impact on the character and appearance of the area**
- 11.1 The National Planning Policy Framework paragraphs 124 - 131 encourage 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 site is in a prominent location on Petersfield Avenue and is highly visible from the street. The proposed building would also be prominent in views from the residential properties surrounding the site.
- 11.3 The proposed building would occupy the full width of the plot, at about 22m wide and would be a maximum 17m in height. The proposed height, design and choice of materials would be similar to that of BMW House (P/00988/015 and P/00988/016), although the plot is not as wide nor would the lower levels of the building extend as far back from the street frontage as this nearby building. Balconies or terraces are proposed to the front and rear of the building, and include inset balconies at the front which help to provide a crisp design that accentuates the proposed building's generally clean lines. While in the drawings originally submitted for the application the provision of balconies was also a feature of the rear elevation, in the amended drawings now being considered most of those to the rear have been deleted in the interests of improving internal light conditions in the north-facing flats and to limit the scope for overlooking of neighbours gardens.
- 11.4 While the building style and massing is representative of an emerging new character on the north side of Petersfield Avenue, the proposal represents a significant change in scale from the nearby houses on St Pauls Avenue to the north. The presence of suburban housing there is an important constraint that means that the five stories proposed is considered under the existing planning framework to be the maximum scale that can be achieved in this location; this height also takes into account the separation distance to the properties to the north. It will be important to ensure that long-term landscaping is provided and maintained in the area provided for planting; however the small area provided for this purpose particularly on the street frontage will provide only a limited opportunity to provide the building with an appropriate setting. There would be no active outdoor amenity space, although as compared to the original submissions the landscaping provision to the rear has been improved in the amended plans being considered. A continuous area for planting at the rear of the site would be retained adjacent to the rear boundary, in order to provide a more significant level of landscaping to the rear of the site, and it will be

important to ensure that large grade trees are planted in this area. A long-term landscape management plan will be necessary to ensure the long term retention and viability of the planting at both front and rear.

- 11.5 It is apparent that there are no significant trees or other vegetation at the site, and no tree survey was submitted with the application. There is, or until recently was, a large tree at the rear of the neighbouring garden at 102 St Pauls Avenue. As officers have not been on site during the course of the covid pandemic, confirmation of its presence is still to be ascertained, and it is intended that this will be noted in the amendment sheet. A condition recommends that no excavation, which is required to form the basement car park, shall take place until a survey of neighbouring trees and vegetation (to the extent possible from within the site boundaries and public land) and arboricultural mitigation strategy has been submitted and approved, to ensure the future viability of this tree. If still present, its retention would assist in screening views between the proposed building and the rear of neighbouring gardens. It is noted that the tree is not subject to a tree preservation order or in a conservation area so there would be no impediment to it being removed by the property owner, and if it has been then the recommended condition would not be required.
- 11.6 In order to secure an acceptable setting and to support the development of an appropriate street scene as envisaged in the early Local Plan consultation document and in the Slough Regeneration Framework, it would be necessary and important for this to be supported by a financial contribution towards the public realm of this area. This is set out in further detail in Section 22 of this report.
- 11.7 Provided that the proposed building is constructed in high quality external materials and that the landscaping and the public realm contribution is secured as noted above, it is considered that a high quality development can be achieved here that will have an acceptable impact on the character and appearance of the area.
- 12.0 **Impacts on the amenity of neighbouring occupiers**
- 12.1 The National Planning Policy Framework encourages new developments to 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 Policy EN1.
- 12.2 Two storey dwellinghouses on St Pauls Avenue are located to the north, with numbers 100, 102 and 104 all sharing their rear boundaries with the application site. Minimum window to window separation distances (to number 104) would be approximately 51m to ground floor and 56m to first floor windows. Distances from the proposed rear windows and the rear facing balconies at the application site to the common rear boundaries would be approximately 14m. Separation distances to 100 and 102 are slightly further (about 1m) from the proposed building. While these separation distances are sufficient to ensure that there would be no direct impact on neighbours within their dwellings to warrant refusal of the proposal, amendments to the scheme have been provided to ensure that residents' enjoyment of their rear gardens is also protected. Measures to ensure this include the deletion of most of the rear facing balconies, and the retention of an area of ground at its natural level adjacent to all three of the adjoining rear boundaries, to provide for landscaping that would filter views between the development and the neighbouring residential gardens, allowing for a softer, greener outlook. Due to the low level of the

two ground level balconies, there would be no intervisibility between residents of the ground floor flats and properties to the rear, as a rear boundary fence and soft landscaping would screen any possible views. This soft landscape area would be deepest in the north-west corner of the property where at least one large specimen tree would be provided, which would filter any views from the single terrace above ground floor level, which would be set behind the parapet at fourth floor level.

12.3 The adjacent land uses to the south, east and west are commercial, where it is not considered that there will be any harmful impact in relation to overlooking or an overbearing impact.

12.4 A daylight and sunlight study was submitted with the application, which demonstrates that there would be no significant impact on the amenities to neighbouring residential properties.

13.0 **Living conditions for future occupiers at the development**

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

13.2 The Council's Developer Guide Part 4 Supplement '*Space standards for residential development*' (November 2018) sets out the minimum internal space requirements for new dwellings. The single-bedroom units comfortably exceed the minimum size for 1B1P units although they are under the minimum for 1B2P flats as set out in the Standard. The two bedroom units are comfortably in excess of the minimum for 2B3P, and as noted above five exceed the 70 sq.m. threshold for 2B4P units.

13.3 The daylight and sunlight study also assessed internal natural light levels for future occupiers of the development. While rooms to the front of the development have diminished light levels where these open onto a balcony, this is because the balconies are set into the front of the building so a balance has had to be struck between using this area either as external amenity space or as an enlarged interior space. It is considered that because these apartments are south facing, the provision of an amenity space is an important asset that balances the impacts on internal light levels. Whilst the single-aspect ground floor apartment which is affected in this way has a bedroom with higher internal light levels, and the other apartments that would be impacted in this way are all dual aspect. As noted at Section 2 in this report, the flats have slit windows in their side elevations, and while consideration has been given to deleting these in order to allay any future concerns regarding the development of adjoining sites, it is considered to be sufficient for them to be obscure glazed and non-opening. Considered against the other amenities of these flats, the natural light levels for each flat will provide future occupiers with an acceptable level of amenity.

13.4 This assessment also takes into account that there is no active amenity space for residents. While eleven have private balconies, seven are not provided with any private amenity space - which is a failing of the scheme - and a section 106 financial contribution will be required in order to provide improvements to existing or any new outdoor public open space that will be capable of providing for both the active and passive recreational needs of residents within walking distance of the site.

- 13.5 The Environmental Health officer has requested evidence to show that future occupiers of the development will not be adversely impacted by disturbance from neighbouring employment sites. This will be in the form of an environmental noise assessment as noted at Section 6.5 of this report, which will be required to demonstrate that the flats have adequate sound insulation and ventilation to ensure that they do not suffer adversely from noise generated by employment activities in the locality. A pre-commencement condition will be required to ensure that this issue is properly considered in the detailed post-planning decision phase of the development.
- 13.6 It would be advantageous for future occupiers to have additional vegetation in the form of planter boxes or similar, to screen views of the car park from the two ground floor balconies and possibly also for the balcony serving the first floor over the vehicle access ramp. This would however require on-going maintenance in order to be effective. Discussion is continuing with the planning agent on this point, and the result of this will be noted in the amendment sheet.
- 14.0 **On-site ecology**
- 14.1 Paragraph 175 of the NPPF 2019 encourages development to incorporate biodiversity improvements, especially where this can secure measurable net gains for biodiversity. It is noted that the site is largely developed and that there is little or no vegetation on the site at present. Use of native species for landscaping will assist in supporting this objective, and while the landscaping scheme submitted as part of the application relies largely on non-native ornamental plants, it is recommended that native species should be selected in order to provide a net biodiversity gain as part of the development. This will be especially applicable at the rear of the site.
- 15.0 **Sustainable design and construction**
- 15.1 NPPF 2019 seeks to promote high levels of sustainability. NPPF paragraph 153 in the NPPF sets out that:
- In determining planning applications, local planning authorities should expect new development to:*
- a) *comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
 - b) *take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.*
- 15.2 Core Strategy Policy 8(1) requires all development to include measures to:
- a) *Minimise the consumption and unnecessary use of energy, particularly from non renewable sources;*
 - b) *Recycle waste;*
 - c) *Generate energy from renewable resources where feasible*
 - d) *Reduce water consumption; and*
 - e) *Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.*
- 15.3 The application states that

The proposed development seeks ... sustainable renewable energy to provide the required 15% reduction in TER. All units will have the benefit of mechanical heat and ventilation recovery system to ensure there is always fresh air in the units. There will also be provision of photovoltaic solar panels on the roof to provide renewable energy on site.

While the above targets are achievable, it would be for the applicant to demonstrate that this development will be energy efficient and that it will assist in the transition to a low carbon future. As this has not been done within the application, it is considered that this should be provided for by a pre-commencement condition, to be established before any development commences at the site.

16.0 **Flood Risk and Surface water drainage**

16.1 The application site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding, and is also at very low risk surface water flooding. A Surface Water Drainage Strategy is included in the application documents.

16.2 Most of the development will be covered in hard surfaces and the excavation of an open basement level car parking represents a particular challenge for the disposal of surface water. Storage and use of rainwater for irrigating landscaping and installation of a green roof provides two potential options but these are likely to be only partial solutions. As noted in the consultation comments at Section 6.3 in this report, the Council's drainage consultant has requested further information which is required to ensure that the development does not rely on Thames Water drains for the disposal of all surface water, and this will need to be resolved ahead of any planning permission being issued.

17.0 **Housing supply**

17.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.

17.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council's Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). Last year's figures show 500 completions. The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan

17.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority can not demonstrate a Five Year Land Supply. The proposal would make a welcome contribution to the supply of housing and would

assist in meeting the broad housing mix requirements within the Borough.

18.0 **Highways / Transport and parking**

18.1 Paragraph 108 of the NPPF states that in assessing planning applications it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

18.2 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 110 states that development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

18.3 The Highways Officer's comments as noted in Section 6.8 above are generally favourable. However, it is considered that further detail is required in regards to dimensions of the single disabled car parking provided and of the cycle storage space. In addition, as noted at Section 6.9 in this report, the Council's Refuse and Recycling Manager has requested amendments to the bin store, which is likely to require the deletion / relocation of visitor cycle spaces shown adjacent to the store. This will need to be resolved before any planning permission can be issued. Any amended design submitted before the Planning Committee meeting will be reported in the amendment sheet.

18.4 The site's proximity to the Rail and Bus Stations and its proximity to the Town Centre will ensure that future residents are able to access key amenities on foot. In line with the emerging policies relied on in the application, a contribution towards public realm improvement will be required towards upgrading the pedestrian routes to these accessible facilities, including street tree planting as envisaged in Local Plan Issues and Options consultation Document of 2017 and as discussed in Section 9 of this Report.

19.0 **Safe and Accessible Environment**

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

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other
- Are safe and accessible, so that crime and disorder, and the fear

of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

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

19.3 The key issues with this development are the provision of secure access to the lobby and to the basement car park. Details of how this will be provided will be required by condition.

20.0 **Fire Strategy**

20.1 The NPPF 2019 does not have any policies relating to fire safety; this is normally considered under Building Control rather than planning. However, a fire strategy is recommended by condition.

21.0 **Infrastructure requirements/Section 106**

21.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. 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. The following Section 106 contributions are therefore required:

On-site provision	
Landscape management plan to ensure permanent retention and maintenance of landscaping required to mitigate potential impacts on neighbours	
Off-site provision – financial contributions	
Education	£50,556
Recreation	£13,500
Public realm	£23,400
Affordable housing off-site contribution	£176,188.50
Total	£263,644.55

21.2 In order to secure the necessary infrastructure and amenities made necessary by the development, a Section 106 legal obligation will need to be completed before any planning permission can be issued.

22.0 **Equalities Considerations**

22.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing or working in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (e.g.: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to

- their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

22.2 This report identifies the need to ensure the new development provides new residential and A class units which are suitable for individuals, with respect to access and use. The Design and Access Statement identifies design measures that will be incorporated to make the development safer and more secure, therefore considerate of all individuals with protected characteristics. Conditions have been recommended to ensure the floorspace within the development and external areas are laid out to be easily accessible to all protected groups.

22.3 The proposals will make provision for wheelchair accessible car parking spaces, level accesses and thresholds to the buildings and communal terraces.

22.4 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the demolition method statement and construction management plan to mitigate the impact and minimise the extent of the effects.

22.5 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the local planning authority exercising its public duty of care, in accordance with the 2010 Equality Act.

23.0 Planning Conclusion

23.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.

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

23.3 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The proposal would deliver 18 new flats of an acceptable standard in a very sustainable location, along with the infrastructure made necessary by the development. This infrastructure would include the public realm and streetscape improvements which are envisaged in Petersfield Avenue in the early Local Plan consultations and non-statutory Regeneration Framework.

- 23.4 The report identifies that the proposal does not comply with Core Strategy Policy 5, in that the site is in an employment area. The Council does not currently have a five housing land year supply, and as noted in Section 9 paragraph 11 of the NPPF must be considered. With respect to 11 (d)(ii), any adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits.
- 23.5 It is therefore considered that, in applying the planning balance, the presumption in favour of sustainable development must take precedence in this case.

PART C: RECOMMENDATION

A. Approval subject to:

1. No objections that raise substantive additional issues arising from reconsultation having been received by 25th June 2021;
2. Satisfactory resolution of surface water drainage issues;
3. Satisfactory provision of refuse / recycling storage, visitor cycle storage and basement car park provision for disabled car space and confirmation of cycle spaces;
4. The satisfactory completion of a Section 106 Agreement to secure infrastructure made necessary by the development; and
5. Finalising conditions and any other minor changes;

OR

- B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 11th August 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

PART D: DRAFT CONDITIONS

1. Commence within three years

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

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

2. Drawings for approval

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

19/12/01 dated AUG20, received 24 August 2020 (Site location plan)
19/12/10D dated 05/05/20, received 7 June 2021 (Upper Ground Floor Plan)
19/12/11C dated 05/06/20, received 7 June 2021 (Lower Ground Floor Plan)
19/12/12C dated 03/06/21, received 7 June 2021 (First Floor Plan)
19/12/13B dated 05/05/20, received 7 June 2021 (Second Floor Plan)
19/12/14B dated 05/06/20, received 7 June 2021 (Third Floor Plan)
19/12/15B dated 05/05/20, received 7 June 2021 (Fourth Floor Plan)
19/12/16B dated 05/05/20, received 7 June 2021 (Site Plan)
19/12/17B dated 8/20/20, received 7 June 2021 (Block Plan)
19/12/18C dated 11/20/20, received 7 June 2021 (Block Plan)
19/12/19B dated 11/20/20, received 7 June 2021 (Offset drawing)
19/12/20A dated 02/06/20, received 13 May 2021 (Proposed Front Elevation)
19/12/21A dated 05/06/20, received 13 May 2021 (Proposed Rear Elevation)
19/12/22 dated 05/06/20, received 13 May 2021 (Proposed West Elevation)
19/12/23A dated 05/06/20, received 13 May 2021 (Proposed East Elevation)
19/12/24A dated 01/12/21, received 13 May 2021 (Sections)

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. Construction and Environmental Management Plan (CEMP)

No development shall commence until a Construction and Environmental Management Plan (CEMP) 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) Location and operation of cranes / other non-road mobile machinery.
- (ii) Non-road mobile machinery (NRMM) controls in line with table 10 of the Slough Borough Council Low Emissions Strategy 2018 – 2025 Technical Report.
- (iii) Confirmation that all construction vehicles to meet a minimum Euro 6/VI Emission Standard
- (iv) A noise management strategy including community liaison and communication, and complaints procedures
- (v) Means of control of dust, odour, surface water run off and any other effluvia
- (vi) site security arrangements including hoardings.

The development shall be carried out in accordance with the approved scheme or otherwise, as agreed in writing 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 NPPF 2019.

4. Construction Traffic Management Plan

Prior to the commencement of any works of demolition or construction, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The CTMP shall include: Construction traffic routes; provisions for loading and off-loading, parking, turning provision, visitors and construction vehicles (to a minimum Euro 6/VI Standard) and NRMM controls (stage IIIB); measures to be made on site; measures to prevent mud or other waste materials from being deposited on the highway; and a programme for demolition and construction. The CTMP shall be fully implemented in accordance with the approved details and retained throughout the construction phase of the development.

REASON: In the interest of minimising danger and inconvenience to local and strategic highway users and in the interests of air quality and to ensure minimal disruption is caused neighbouring businesses and residents in accordance with policies 7 and 8 of the

Slough Borough Council Core Strategy 2008, and the requirements of the National Planning Policy Framework 2019.

5. Survey of neighbours trees

Prior to the commencement of any works of demolition or construction, a survey of neighbouring trees and vegetation (to the extent possible from within the site boundaries and public land) and arboricultural mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority. Any excavation or raising or lowering of levels within the prescribed root protection area(s) shall be carried out only in accordance with the approved details.

REASON: Required to safeguard and enhance the character and amenity of the area and to ensure the continued viability of neighbouring vegetation, in accordance with Core Strategy Policy 8 (2)(b) & (c).

6. Noise assessment

Development works shall not commence until a detailed Noise Assessment And Mitigation Design Report(s) relating to the operational phase of the development, in accordance BS4142:2014+A1:2019 and with reference to BS8233:2014 has been submitted to and approved in writing by the local planning authority. The assessment must demonstrate:

- (i) how the development will provide Noise Mitigation that will ensure that internal noise level of LAeq 35 dB is not exceeded during the day or LAeq 30 dB is not exceeded during the night and that the LAMax limit of 45dB shall not be exceeded more than 10 times per night; and
- (ii) how other criteria required to achieve BS8233:2014 compliant internal noise levels for future occupants at the site will be provided.

The development shall then be constructed in accordance with the approved details prior to first occupation, and retained and maintained as such for the lifetime of the development.

REASON To ensure the future residential occupiers within the development are not exposed to unacceptable noise levels, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

7. Quantitative Risk Assessment and Site-Specific Remediation Strategy

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

movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

8. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

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

9. Details and Samples of materials

Prior to any above ground works commencing within the development, details of the external materials including paint colours, cladding, any stonework, brickwork (including patterns/ detailing) down pipes, gutters, edging details to flat roofs, balustrades, balconies, glazed facades, and framing, including the details of bond, colour, mortar mix and mortar colour on all external facades and roofs of the buildings, balcony materials including any screens, details of any green walls and green roofs, all set out clearly to coordinate the materials and details to and between each part of the building shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be made available on site for inspection prior to works, as part of the submissions to be approved. The development shall be carried out strictly in accordance with the approved details prior to its first occupation and shall be retain for the lifetime of the development.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with the agreed Design Codes for the development and with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

10. Building sustainability and energy efficiency

Prior to any construction works above slab level being carried out, details of the proposed sustainability, energy efficiency and low carbon measures to be incorporated within the development shall be submitted to and approved in writing by the Local Planning Authority. No residential unit shall be used or first occupied (other than for construction purposes) until the approved details have been implemented, and the approved details shall be retained for the lifetime of the development.

REASON In the interest of sustainable development in particular minimising heat loss and reducing carbon emissions, and in accordance with Policy 8 of the Core Strategy (2006-2026), and National Planning Policy Framework 2019 Chapter 14 and the guidance contained in the Council's Developer's Guide Part 2 (updated 2017).

11. Fire Strategy

Prior to commencement of works above slab level a Fire Strategy for the avoidance of fire and protection of occupants in any fire event, including details of sprinkler systems or of alternative means of controlling fire within the buildings, and demonstrating how emergency access by Fire Service vehicles and crew members and other features considered necessary by the Royal Berkshire Fire and Rescue Service will be provided to the respective Plots, shall be submitted to and approved in writing the by Local Planning Authority. The development shall be carried out strictly in accordance with the approved Fire Strategy, and the approved details shall be retained in operational condition for the lifetime of the development.

REASON: To provide sufficient level of safety for occupiers and property, in accordance with Policy 8 of the Slough Borough Council Core Strategy 2008 and the National Planning Policy Framework 2019.

12. Secure by design

Prior to commencement of works above slab level, details of controls on access to the lobby and basement car park that demonstrate that the development accords with the principles of Secured By Design shall be submitted to and approved by the local planning authority. The approved details shall be implemented retained for the lifetime of the development.

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 National Planning Policy Framework (2019).

13. Prior to occupation: Landscape (Soft and Hard)

Prior to completion or first residential occupation of the development hereby approved, (whichever is the sooner), details of treatment of all parts on the site not covered by buildings shall have been submitted to and approved in writing by the Local Planning Authority, and all landscaping and sub-surface requirements (e.g. tree pits and routing of other infrastructure) shall have been completed. Details for approval under this condition shall include:

- (i) a scaled plan showing all trees and plants to be planted and hard materials to be used;
- (ii) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving;
 - b) tree pit design;
 - c) underground modular systems;
 - d) Sustainable urban drainage integration;
 - e) use within tree Root Protection Areas (RPAs);
 - g) details of the all hard-surfacing materials; and
 - h) external lighting;

- (iii) a schedule detailing sizes and numbers / densities of all proposed trees / plants including grades which shall include at the rear of the site heavy grade specimens 5 - 10m tall at the time of planting, including at least one specimen 8 - 10m in height in this location;
- (iv) measures to be taken to ensure that any trees or other vegetation in neighbouring properties is taken into account and protected (to the extent possible within the site boundaries) by the proposed landscaping;
- (v) external lighting including details of luminance and design;
- (vi) specifications for operations associated with plant establishment and maintenance that are compliant with best practice;
- (vii) types and dimensions of all boundary treatments

The approved details shall then be retained for the lifetime of the development.

REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to enhance its setting within the immediate locality in accordance with and Core Strategy Policy 8.

14. Details of Car Parking including EV

Prior to the first occupation of the development, car parking including Electrical Charging Points for all car parking spaces, a traffic-light control for vehicle accessing and egressing the basement car park, and cycle storage shall have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The approved layout and details shall be retained for the lifetime of the development.

REASON To ensure that vehicle parking is provided, that highways safety requirements are complied with, and to encourage greater use of cycling and the up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework

15. Flank windows to be obscure glazed and non-opening

All flank wall side elevation windows shall be non-opening and obscure glazed to the highest level of opacity, and shall be retained as such for the lifetime of the development.

REASON: To ensure that their presence does not prejudice the future development of adjacent sites.

16. Telecommunications Equipment

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

REASON: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

Informatives:

1. This decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Local Policies:- H11, H14, EN1, EN3, EN5, T2, T8 and T9 of The Adopted Local Plan for Slough 2004; Core Policies 1, 4, 5, 7, 8, 9, 10, 11 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008; and the Residential Extensions Guidelines Supplementary Planning Document, Adopted January 2010.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.

2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through requesting amendments or additional information. It is the view of the Local Planning Authority that the proposed development is capable of improving the economic and social conditions of the area for the reasons given in this notice and it is therefore in accordance with the National Planning Policy Framework.

3. Thames Water Comments

There are water mains crossing or close to your development. Thames Water does not permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>

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

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

The above comments are based on a Surface Water input of up to 1l/s and a gravity connection to the foul sewer.

4. Landscape and Ecological Management Plan

The Landscape and Ecological Management Plan required by the above condition and secured by the Section 106 agreement shall include the following elements:

- a) A statement of the overall design vision for the development and for individual trees retained as part of the development – including amenity classification, nature conservation value and accessibility.

- b) Type and frequency of management operations to achieve and sustain canopy, understorey and ground cover, and to provide reinstatement including planting where tree loss or vandalism occurs.
- c) Frequency of safety inspections, which should be at least three yearly in areas of high risk, less often in lower risk areas
- d) Confirmation that the tree pruning work is carried out by suitably qualified and insured tree contractors to British Standard 3998 (2010).
- e) Special measures relating to Protected Species or habitats, e.g. intensive operations to avoid March - June nesting season or flowering period.
- f) Inspection for pests, vermin and diseases and proposed remedial measures.
- g) Recommendations relating to how trees within the immediate vicinity of properties or within private areas are to be protected, such that these are retained without the loss of their canopy or value as habitat.
- h) Confirmation of cyclical management plan assessments and revisions to evaluate the plan's success and identification of any proposed actions.
- j) Details of ecological improvements and treatments in accordance with guidance set out within BS42040:2013 Biodiversity code of practice.