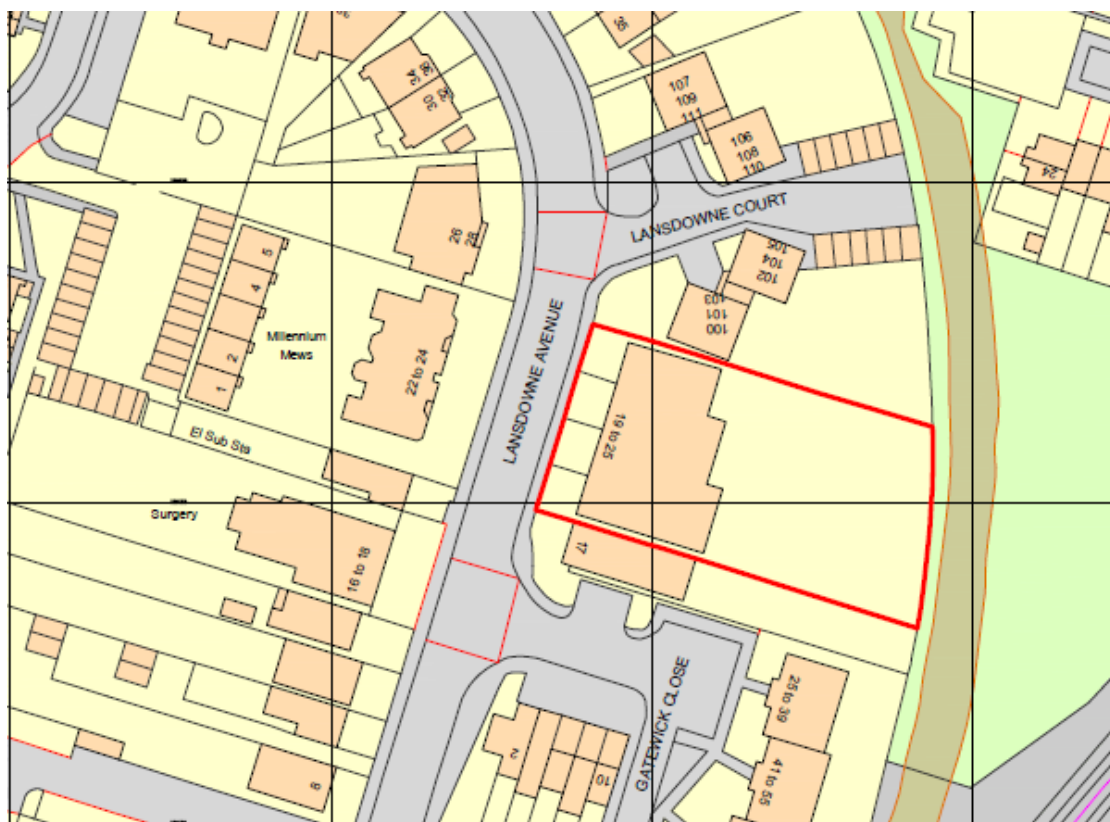


Registration Date:	11-Mar-2021	Application No:	P/01158/033
Officer:	Alistair De Joux	Ward:	Elliman
Applicant:	Talwinder Hayre, Construction of 2no. buildings containin	Application Type:	Major
		13 Week Date:	10 June 2021
Agent:	Shaylin Naidu, GA&A Design 10-14, Bath Road, Slough, SL1 3SA		
Location:	19-25, Lansdowne Avenue, Slough, SL1 3SG		
Proposal:	Construction of 2no. buildings containing 34 no residential dwellings together with associated, car parking, landscaping and amenity space.		

**Recommendation:** Delegate to Planning Manager for approval



## **1.0 RECOMMENDATION**

Having considered the relevant policies and comments that have been received from consultees and local interested parties, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to:

- 1) Confirmation of satisfactory amendments to housing mix, design and layout as set out in Sections 10 and 11 of the report, by 15<sup>th</sup> September 2021;
- 2) Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, open space improvements, recreation and other ecological improvements, and affordable housing (including on-site);
- 3) finalising conditions, including agreement of the pre-commencement conditions with the applicant/agent; and any other minor changes;

OR

Refuse the application if the outstanding matters are not satisfactorily concluded or if the completion of the Section 106 planning obligation is not finalised by 15<sup>th</sup> December 2021 or if pre-commencement conditions are not agreed, unless a longer period is agreed by the Planning Manager (or his successor in title) in consultation with the Chair of the Planning Committee.

## **PART A: BACKGROUND**

### **2.0 The proposal**

- 2.1 This is a full planning application that proposes construction of two blocks of flats in two buildings with external car parking and a mix of private and shared amenity space. Block 1 would be four storeys high, including accommodation within the roofspace, and would be located towards the street frontage. It would occupy less than half of the width of the plot, being set adjacent to the southern boundary with 17 Lansdowne Avenue while the vehicle access and car parking would be located in the northern part of the front of the site, along with soft landscaping. Block 2 would be a part 3, part 4 and part 5-storey building set towards the rear of the plot and extending over almost its full width (also with accommodation in the roofspace). The two blocks are separated from each other by amenity areas and a landscaped setting. Some of this space is communal, while several of the ground floor flats would have their own private amenity spaces, of varying sizes.
- 2.2 The application has been subject to amendments, which are still being assessed at the time of writing this report. As submitted, the proposals were for 13no.1bedr. and 21 no.2-bdr. units; in amended drawings

currently being considered, this mix has changed to 12no.1-bdr., 18no.2-bdr. and 3no. 3-bdr. units.

2.3 Both buildings incorporate features from the architectural styles of houses in Lansdowne Avenue, many which of which date from the very early twentieth century. Block 1 features a central gable feature, to be finished in brick, with front and rear dormers set into a half hipped roof. Horizontal courses of brick and hanging tiles are used to break up the front elevation. This elevation also features two balconies, which would serve one flat at each of the first and second floor levels. To the rear, the elevational treatment is plainer, but again this features roof level dormers. There is also a small single storey element at the rear. Block 2 has a more complex roof form that in part matches the stepping up of the three main elements of the building, with a hipped roof at its northern end (towards the rear of the adjacent Lansdowne Close properties) and a half-hipped form towards 17 Lansdowne Avenue. This building also includes upper levels of accommodation within its roofspace.

2.4 The proposed access would be located off Lansdowne Avenue close to the junction with Lansdowne Court, leading to car parking for up to 23 vehicles, cycle storage and a refuse and recyclables store. These would be arranged on both sides of the access road and including undercroft parking for 6 cars on the northern side of Block 1. Two disabled bays and five Electric Vehicle Charging Points would be provided, with infrastructure for another five EVCPs and a communal cycle store for each of the two buildings. The vehicle access and a secure pedestrian access would both be gated.

### **3.0 Application Site**

3.1 The application site has now been cleared, but was previously used as a guest house in the former dwellings at the site. These were mainly two-storeys in height, and it is understood that they had some accommodation in the roof. Various extensions and outbuildings were added through the lifetime of the now demolished buildings. Since their demolition a builders hut has been located at the site.

3.2 The site is in an area of a mixed residential character, close to but outside the Town Centre being less than 50m from the town centre boundary. Housing types include a mix of detached and semi-detached dwellings, ranging in age from late Victorian or very early twentieth century and through the interwar period to the 1960s, with a range of flats that appear to date from about the 1960's and '70s. The site shares its side boundary with the Bharani Medical Centre to the immediate south at 17 Lansdowne Avenue, which is accommodated within an attractive gable fronted bay-windowed Victorian property on a relatively narrow plot. Car parking to the rear of the Medical Centre is accessed off Gatewick Close, a cul-de-sac on its southern side.

3.3 Both Gatewick Close and Lansdowne Court to the north of the site are typified by flatted developments; those at Gatewick Close being three storeys high adjacent to the street frontage and four storeys to the east, while at Lansdowne Court the buildings are three storeys in height.

3.4 To the immediate rear of the site is a section of disused former railway line that

linked the Windsor line with the west-bound GWR mainline. Stranraer Gardens is also located close by, to the north-east and adjacent to the main railway line, but is screened from direct views to and from the site by trees growing on the former railway land. This land forms site no. SSA12 in the Council's Site Allocations Development Plan Document, where it is identified as a Non-statutory Informal Nature Reserve. The existing Slough-Windsor branch railway line is beyond this reserve, at a distance varying from 40m to 60m from the applications site's rear boundary measured perpendicular to the rear of Block 2.

- 3.5 Salt Hill Park is located 200m west of the site, and can be accessed via a pedestrian crossing on the south side of Lansdowne Avenue's junction with Stoke Pages Lane.

#### **4.0 Site History**

- 4.1 The site originated from what were four separate properties, which appear to have been amalgamated following several planning permissions in the first half of the 1980s. During the first decade of the 21<sup>st</sup> century, three applications were received and assessed that involved its replacement, as follows:

- 4.2 P/01158/018 Demolition of existing buildings and erection of twenty three bedroom replacement hotel and 22 retirement flats at the rear (outline). Refused 13 December 2006.
- P/01158/019 Demolition of existing buildings and erection of 15 x no.2 bed retirement flats, 5 x no.1 bed retirement flats, 1 x no.3 bed retirement flats and hotel with office accommodation (outline). Approved with conditions and informatives, 26 September 2007.
- P/01158/020 Full planning permission for demolition and erection of 3.5 Storey 24 Bed Hotel and 4/5 storey block of flats for 21 units. Approved with conditions and informatives 22 October 2008.

Neither of the above permissions were implemented. However minor applications were approved for illuminated signage, in 2008, and for further extensions and conversion of the loft space within the then-existing buildings, in 2015.

- 4.3 The next key planning application was made in 2017, for:

P/01158/023 Demolition of existing building and erection of two buildings containing 24 no. residential dwellings together with associated access, car parking, landscaping and amenity space. This was considered by Planning Committee in July 2017, and following completion of the section 106 agreement permission was approved with conditions and informatives on 19 February 2018. The section 106 agreement secured financial contributions towards education and off-site affordable housing.

- 4.4 A series of applications followed early in 2021 for the discharge of conditions for the above application. The majority of these were refused, either because the

submissions included plans that were inconsistent with the application (for example locations and sizes of bin and cycle stores within the layout) and in addition, in some cases, because the 2018 permission lapsed. An exception was

P/01158/030 Submission of Phase 1 risk assessment pursuant to condition 15 of planning permission P/01158/023 dated 19/02/2018 (partial discharge).

The submitted details were approved on 30<sup>th</sup> April of this year, which was after the current planning permission was received.

## **5.0 Neighbour Notification**

Site notices were posted adjacent to the site during the week commencing 22<sup>nd</sup> March, and the application was advertised in the Slough Express on 9<sup>th</sup> April 2021. No third party letters have been received as a result of the publicity.

## **6.0 Consultations**

### **6.1 Highways and Transport**

The following comments relate to the scheme as submitted:

#### *Vehicular Access*

Vehicular access is proposed via a priority junction on Lansdowne Avenue. Access appears to be proposed by a vehicular crossover. A single yellow line parking restriction is currently in place which restricts on-street parking between 8am – 7pm. The access was previously consented through planning application: P/01158/023. A check has been completed of publicly available collision records (CrashMap.co.uk) and no accidents have been recorded at the site access during the most recently available 5-year period.

#### *Site Layout*

SBC Highways and Transport request that parking spaces bounded by a physical feature are widened by 300mm on each side bounded by a wall or fence. This is to ensure there is space to open car doors where they cannot be opened over the adjacent space.

Parking spaces 14 and 17 within the undercroft measure the standard width of 2.4m despite being bounded by the walls of the undercroft.

SBC Highways and Transport also request the disabled parking spaces provide an additional 1200mm on each side of the bay, as per the requirements of Manual for Streets paragraph 8.3.58 and Inclusive Mobility.

#### *Access by Sustainable Travel Modes*

SBC Highways and Transport require the applicant to confirm what measures are being undertaken to support sustainable and low levels of car ownership on site, given a low parking ratio of 0.55 spaces per dwelling is proposed.

While the site constitutes a sustainable location, SBC expect sites which propose a low parking ratio to include measures which encourage travel by sustainable travel modes.

The site is situated approximately 700m (9 minutes walk) from the western entrance to Slough High Street, 800m (10 minutes walk) from Slough Bus Station and 900m (12 minutes walk) from Slough Railway Station.

The area surrounding the site was rated '2' for Public Transport Accessibility Level (PTAL) in a 2018 study of Public Transport Accessibility in Slough.

### *Parking*

The proposals replace the existing 26 parking spaces with 21 parking spaces, including 19 parking spaces for allocation to the proposed dwellings and two accessible parking spaces.

The proposed 19 spaces for the 34 proposed dwellings equate to a ratio of 0.56 parking spaces per dwelling, with an additional 2 accessible parking spaces.

The Adopted Slough Borough Council Parking Standards (2008) require the provision of 62 parking spaces, based on the standard for the Rest of Town Centre Area, where all spaces are assigned. A summary of the parking requirement is provided in Table 1 below:

<b>Number of Bedrooms</b>	<b>Spaces per Dwelling</b>	<b>Required Spaces</b>
1 Bedroom Dwellings (x13)	1.5	20
2 Bedroom Dwellings (x21)	2	42
<b>Total Parking Spaces</b>		<b>62</b>

Given the sustainable location of the site and the previously consented ratio of 0.79 spaces per dwelling, SBC consider the proposed parking ratio of 0.56 spaces per dwelling acceptable, if supported by sustainable travel measures.

### *EV Charging*

SBC require the applicant to provide Electric Vehicle Charging Points (EVCP) for the proposed development. The proposed site plan does not display any EVCP. The Slough Low Emissions Strategy (2018 – 2025) requires the provision of EVCP at residential developments.

### *Cycle Parking*

The proposed site plan displays cycle stores containing 19 Sheffield Stands, providing cycle parking for 38 cycles.

SBC Highways and Transport require the applicant to provide short-stay cycle parking on-site in addition to the long stay cycle parking. Short-stay visitor cycle parking is required for blocks of flats with 10 flats or more by the Slough Developer's Guide – Part 3: Highways and Transport (2008).

### *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.

6.2 Lead Local Flood Authority



The submitted information addresses our requirements and we have no further comments.

6.3 Environmental Quality Officer - Noise

A noise and vibration assessment has been prepared by KP Acoustics. The monitoring locations shown in Figure 13675.SP1 are in the vicinity of the proposed buildings and are suitable to represent noise experienced on the development site. However, this monitoring was conducted in 2016 and as there has recently been development in the area, this data may no longer be applicable. It is recommended that the applicant submits a summary of recent assessment data from nearby developments, to determine if the background and ambient noise levels have changed since 2016. The remainder of the assessment has been reviewed based on the information provided. All conclusions will be confirmed once the required information has been submitted.

The survey indicates that the dominant noise on site is road traffic from Lansdowne Avenue to the west and rail traffic from the east. Noise levels are highest at monitoring position 1 (closest to the road), measuring at 61dB LAeq16h and 55dB LAeq8h. Noise levels at position 2 are lower at 55db LAeq16h and 52dB LAeq8h. Vibration measured at the development is low and unlikely to cause disturbance.

The noise levels experienced on site can be mitigated with the implementation of standard double glazing, able to achieve 35dB Rw, with specific octave band frequencies shown in Table 6.2 below. This would be adequate to protect against noise levels and ensure compliance with BS 8233 limits.

Glazing Type	Octave band centre frequency SRI, dB					
	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
<b>Lansdowne Avenue Façade</b> Shown by  on SP2.	22	27	28	32	28	22
<b>Railside Façade</b> Shown by  on SP2.	14	19	23	26	22	20

The report also suggests implementation of ventilation, such as acoustic trickle ventilation, able to achieve 38-40dB Dnew. This is accepted.

In summary, the glazing and ventilation proposed is adequate to protect future occupants from noise. However, the data must be verified using more recent existing data from nearby developments before the LPA can confirm this. As a condition, the applicant will be required to submit full details of the glazing and ventilation proposed as part of the development, which must be approved by the LPA in writing.

6.4 Environmental Quality Officer - Air Quality

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO<sub>2</sub>, 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 PM2.5 in Slough (PHE).

SBC adopted the Slough Low Emission Strategy 2018-25 on the 17<sup>th</sup> 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.

In line with the Low Emission Strategy Technical Guidance, the development is classified as having a minor air quality impact as the development consists of 34 residential units with 19 parking spaces, therefore traffic levels are unlikely to be significantly impacted. An exposure assessment is not required as the development is on a minor road. As with all minor impact developments, the integration of Type 1 mitigation measures, contained in the LES Planning Guidance, is required.

A Construction Environmental Management Plan has been submitted with this application. This appears to hold the same information as that which was submitted under planning reference P/01158/026. The information provided is accepted.

#### *Mitigation Requirements*

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As the scheme includes 19 parking spaces, 10% must have access to electric charging infrastructure (2 spaces).
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report

## 6.5 Scientific Officer - Contaminated Land

I have reviewed the Desk Study, Preliminary Site Investigation & Risk Assessment Report (Project ID JT0341), dated 10<sup>th</sup> November 2020, and prepared by Southern Testing Laboratories Ltd. No significant sources of contamination were encountered during the preliminary site investigation. However, at the time this was carried out the old building was still present on site. It is understood that this is now gone, and the footprint is available for



further investigation and assessment. Thus, this should be carried out first before development can progress.

6.6 Tree Officer

The tree information and placement plans indicated in appendix A/A1-2-3 have not been submitted so no comments can be made. The tree report did not appear to include neighbouring boundary trees. This needs to be a consideration and in support I have extracted this picture from the Amended Design Assess Statement which shows a frontage neighbouring (Bharani Medical Centre) tree that should be protected during development works.

Landscaping: No plans submitted for review showing information on shrub and tree planting (Tree report No 6, indicates up to 8 trees being remove)  
Replacement Trees are required within the landscaping scheme.

6.7 Berkshire Archaeology

No response received at the time of writing; any response received prior to the Planning Committee meeting will be reported in the amendment sheet.

6.8 Thames Water

No response received at the time of writing; any response received prior to the Planning Committee meeting will be reported in the amendment sheet.

## **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 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which, 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 (adopted December 2008)

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough  
Core Policy 4 - Type of housing  
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 T8 - Cycling Network and Facilities  
Policy T9 - Bus Network and Facilities

7.4 Slough Local Development Framework Site Allocations DPD (2010)

The site abuts a Non-statutory informal nature reserve, site reference SSA12 (Land south of Stranraer Gardens) in the Slough Local Development Framework Site Allocation DPD. The land is part of the former rail route that would have linked Windsor to towns to the west, along with land between it and the existing Windsor-Slough branch line. Site planning requirements are noted in the DPD as:

- Encourage habitat enhancement and / or creation
- Ensure public access if appropriate is managed to ensure it does not have a negative impact on biodiversity.

The site policy goes on to say that:

*This small area of trees and shrubs is hemmed in between houses and railway but is linked to open countryside via vegetation alongside the railway. The latter helps wildlife come into the town. There is no public access and the site is mostly hidden. There is scope for it to be managed to increase its nature conservation value.*

7.5 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

## 7.6 The Emerging Local Plan for Slough

The emerging Spatial Strategy has then been developed using some key guiding principles which include locating development in the most accessible locations, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

The Proposed Spatial Strategy Document Regulation 18 Document (November 2020) was recently consulted on, in December 2020 and January 2021. However it is noted that the emerging local plan is at an early stage of development and as such can be given little weight in planning decisions.

## 7.7 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.

## 7.8 Equality Act

In addition, Section 149 of the Equality Act (2010) 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 Key planning considerations**

8.1 The key planning considerations for this proposal are:

- The principle of redevelopment
- Density and dwelling mix
- Impact on the character and appearance of the area
- Impact on the amenities of neighbouring occupiers
- The amenities of future residents within the development
- Housing Land Supply
- Affordable Housing
- Potential impacts on Burnham Beeches SAC and other ecological considerations
- Sustainable design and construction
- Flood risk and surface water drainage
- Safe Environment
- Highways, sustainable transport and parking
- Infrastructure and Section 106 requirements
- Equality impacts

## **9.0 Principle of development**

9.1 The principle of developing the site with a flatted development similar to that proposed in this application was established by the 2018 permission for 24 flats. This in turn relied on a precedent set in the 2008 planning permission noted in the Site History above, ref. P/01158/020, which was also for buildings of the same general form and location. The 2017 / 18 application was considered and granted prior to the current National Planning Policy Framework being adopted, while the 2008 permission pre-dated the original NPPF (2012) by almost four years. The national design framework has changed significantly since the 2018 permission was granted, and the discussion below therefore reviews aspects of the proposals design, to see whether it meets the tests of the current framework.

9.2 That aside, the application site is not specifically allocated for housing. Core Policy 4 seeks generally to resist flatted development outside the town centre. However it also states that “...*new residential development...will be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing...services... and infrastructure*”. As noted in the site description (Section 3 of this report), there are purpose built flats to the north and south of the site and it is close to the town centre, with many of its amenities being within a 500 - 750m walk. A key public open space is also located close by, Salt Hill Park. The National Planning Policy seek to direct new housing to sustainable locations such as this, and subject to other planning considerations it is considered that this is an acceptable location for medium density development such as being proposed here.

## **10.0 Density and dwelling mix**

10.1 Increased site density would be achieved as compared to the now-lapsed 24 unit

scheme by rearranging space within the building envelopes to provide a greater number of flats on each floor than in the previous permission. The lapsed permission had a dwelling density of 135 flats / hectare whereas in this proposal, density would be 185 dwellings / hectare, which is slightly less than at the four-storey block of flats to the south at 25-87 Gatewick Close (approximately 192 dw/ha).

10.2 The increased number of units within the development would be provided as set out below, which shows the number of units on each floor of the two buildings in the lapsed 2018 permission and this proposal:

<u>Block 1:</u>	Lapsed permission	This proposal
- Ground floor	1	2
- First floor	3	4
- Second floor	2	4
- Third Floor	2	3
<b>sub-total, Block 1</b>	<b>8</b>	<b>13</b>
<u>Block 2:</u>		
- Ground floor	3	4
- First floor	4	5
- Second floor	4	5
- Third Floor	3	4
- Fourth Floor	2	2
<b>sub-total, Block 2</b>	<b>16</b>	<b>20</b>
<b>Totals, both buildings</b>	<b>24</b>	<b>33</b>

10.3 The 24 unit scheme would have provided 8 x 1-bdr., 13 x 2-bdr. and 3 x 3-bdr. units. In this proposal, as submitted there would have been no three-bedroom flats, but following negotiation this has been amended to reinstate 3no. 3-bdr. flats, each with their own amenity space. One of these units is at the rear of Block 1 and the other two would be located to the rear of Block 2. While their private amenity spaces would be tightly constrained and smaller than those in typical new dwellinghouses, the presence of these units is a welcome adjustment that would provide units suitable for occupation by small families.

10.4 Assessment of other changes in amended drawings received during the writing of this report are on-going, and any changes secured to dwelling mix will be reported in the amendment sheet. Subject to no objections being raised on these changes and to securing an acceptable proportion of flats as on-site affordable housing, it is considered that the increased density and revised dwelling mix would be acceptable.

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

11.1 Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of

the relationship to nearby properties. The NPPF at paragraph 127 sets out guiding design principles for the planning system, including the promotion of high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

- 11.2 The application will represent a substantial increase in scale compared to most of the surrounding buildings, particularly to the rear of the site. The high flank walls adjacent to neighbouring properties are a feature of the scheme which, in the absence of the precedent of the previous permission (approved under current development plan policies), is less likely to be supported under the current planning framework than previously. This is most apparent in the four and a half storey flank wall at Block 2, adjacent to the rear of the plot at 17 Lansdowne Avenue. This south flank wall runs the full length of this building. However it is noted that the proposals are very similar to the previous approval, albeit with some relatively minor changes; in Block 1, an additional front dormer has been introduced, and in Block 2 the design of the roof line above the main building entrance has also been amended by the enlargement of a front dormer. (In the amended drawings submitted during the course of this application, a single storey element at the rear of Block 1 has also been deleted). While the scale of the proposals would be difficult to resist due to the precedents of the earlier permissions, it is considered that this does weigh against the proposal to an extent; this is considered further at Section 23 of this report.
- 11.3 Finished and design detailing will be an important aspect of achieving an acceptable overall development. Detailing of the front elevation of Block 1 in particular is considered to achieve this, with different colour shades of brick and tiles proposed, and areas of hanging tiles in the main front bay. For Block 2, the changes in ridgeline heights and the use of both vertical and horizontal emphasis would help to break up the elevations of the buildings, although the five storey high flank wall on the southern side would be a stark feature. In order to be acceptable, it is considered that additional design detailing would be required, as recommended in the materials condition. It is also considered that the front entrances to both buildings will need to be improved to provide a greater sense of “arrival” and legibility for the buildings. Recommendation point 1 provides for this, and any further amendments received before the meeting will be reported in the amendment sheet.
- 11.4 There are no trees remaining on the site after its clearance, and it was confirmed during the previous application that there were no significant specimens that should be retained. A mature tree close to the street frontage boundary on its southern side, adjacent to the medical centre, and other trees on the northern boundary do need to be taken into consideration in the construction phase, and while an arboricultural method statement condition has been provided it has not considered all trees along the northern and eastern boundaries, and an update will be sought by condition. While trees at the site were not of arboricultural significance, some planting within the site of advanced grade specimens will be required to replace those lost and to provide a setting for the buildings.
- 11.5 Details of materials have been submitted with the application, and these are currently being reviewed. Subject to their being acceptable it is considered that

the recommended condition that requires the submission and approval of materials could be amended, to approve the submitted details as part of any planning permission that is granted for the development.

- 11.6 In order to provide for a high quality appearance for the development, it is considered that the ancillary structures required for bin and cycle stores should be clad in brick rather than timber. This is shown for the cycle store to be accommodated within Block 1, and confirmation that this would be provided for the bin store and the second cycle store is recommended in the external material condition in Part D of this report.

## **12.0 Impacts on the amenities of neighbouring occupiers**

- 12.1 As already noted, the application is very similar to the 2018 planning permission for 24 flats, and also to the buildings approved in 2008. Minimum separation from rear facing windows at 100 - 103 Lansdowne Court to the closest first and second floor flats in the three-storey element in Block 2 and their balconies is approximately 22m from window to window, with a metre less to the balconies. This was considered and found to be acceptable in the previous application, and while this is close to the minimum that would be acceptable in this context, any views would be acutely angled. While the proposed site layout is generally acceptable, the provision of an increased area for landscaping along the adjacent boundary would provide space for planting trees of a suitable eventual height, which would assist in breaking up any views between the existing and proposed buildings.
- 12.2 While the closest properties on the opposite side of Lansdowne Avenue (numbers 22-24) are understood to be unoccupied at present, impacts on them must be assessed on the basis that they will be put back into use. Window to windows distances across streets are generally less critical than rear-facing windows due to their more public situation and outlook. Here, the minimum separation provided would be approximately 25m, while separation of the first floor front windows opposite from the two balconies in Block 1, at first and second floor levels, would be 24m. This is quite acceptable in this location, and this is also noted as having been approved under the previous application.
- 12.3 It is considered that the application does not raise any new concerns that might have an impact on existing local residents as compared to the 2018 proposals, and there are therefore no objections on grounds of neighbour impacts.
- ## **13.0 The amenities of future residents within the development**
- 13.1 Separation distances between habitable rooms at Blocks 1 and 2 would be 21m, which is acceptable for a development of this scale in this location. Space between the buildings would include a communal amenity space for the use of all residents.
- 13.2 In the plans as submitted, concerns were raised regarding the subdivision of the ground floor in Block 1 into two flats, resulting in the loss of one of the 3-bdr. units from the previously permitted layout, and in addition with regards to the standard of accommodation for one of the flats so provided. In the amended plans, this ground floor now provides two flats, including 1no. 1 bdr. and 1no. 3 bdr. units.

This has been achieved partly through deleting a covered separate access path to Block 2, so that the main vehicle access would become a shared space to access the rear of the site. The acceptability of this layout is still under review at the time of writing, and it is intended that officers' views on this amended arrangement will be reported in the amendment sheet.

13.3 Amendments during the application to Block 2 include reinstatement of 3no. three-bedroom ground floor flats from the layout in the lapsed permission. As noted above this change was sought on the basis that they would be more suitable for small families than the somewhat smaller units in the layout as originally proposed in this application.

13.4 For units above ground floor level, balconies would be provided for two flats at the front of Block 1, and for eight flats at the rear of Block 2. While some Block 2 flats would have Juliet balconies, up to 17 flats in the development would not have amenity space in the form of either a garden or a balcony. The communal amenity space would be available for their use, although it is considered that further adjustment to the space between the two buildings is required to provide satisfactory private and defensible spaces for two of the flats facing into this area. This means that the communal space would amount to approximately 100 sq.m., which would result in a significant shortfall in amenity space for the other flats. Improvements at Salt Hill Park made necessary by the development would therefore be funded by section 106 contributions. For flats at the rear of Block 2, while balconies are provided for some, all of the rear-facing flats would benefit from the location of the building very close to the adjacent nature reserve. It would therefore be appropriate for part of the section 106 recreation contribution to be made available for the maintenance of this reserve, in order to provide for the management of the reserve in a way that will allow for the continued passive enjoyment of future residents and help to make up for the shortfall in on-site provision (refer also to Sections 16 [Ecology] and 21 [Infrastructure and Section 106 contributions]).

13.5 A noise report was submitted with the application, which is intended to take local noise conditions into account for the new development. The Environmental Quality Officer consultation response notes that this includes results of a noise survey conducted in 2016, and in order to take into account any changes since then that a summary of recent assessment data from nearby developments should be undertaken and provided. The closest railway line, the Windsor branch as noted above, has a relatively infrequent and low-speed service while the closest part of the noisier main line is approximately 140m from the northern boundary of the site. It would be acceptable for a new noise study to be provided by condition, as part of a noise mitigation strategy to control noise within apartments to acceptable levels.

#### **14.0 Housing Land Supply**

14.1 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. However this was updated by the Council's Housing Delivery Action Plan (July 2019), which confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019).

14.2 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, it is acknowledged that the Local Planning Authority cannot currently demonstrate a Five Year Land Supply. The benefits of the additional housing offered in this application therefore form a key element of the planning balance.

**15.0 Affordable housing**

15.1 The NPPF 2019 at paragraph 62 requires that planning policies should specify the type of affordable housing required, and that in most cases this need should be met on-site.

15.2 Core Policy 4 provides for residential developments for 15 or more dwellings to have between 30% and 40% of the dwellings as social rented units, along other forms of affordable housing, with the affordable housing should to be secured by a section 106 planning obligation. The Council's updated Developer Guide Part 2, (September 2017) requires developments of 25 to 69 units to make a 30% on-site provision of affordable housing (split between Slough Affordable / Social Rent, Slough Living Rent Intermediate). A Financial Viability Assessment (FVA) has been submitted with the application, which proposes the following affordable units to be provided :

	<u>Units</u>	<u>% of total</u>	<u>Mix of unit sizes</u>
Slough Affordable Rent - on-site	2	6%	1no. 1B2P, 1no. 2B4P
Slough Living Rent - on-site	4	12%	3no. 1B2P, 1no. 2B4P
Shared ownership - off-site	<u>1</u>	<u>3%</u>	1no. 1B2P
<b>Total on-site</b>	<b>6</b>	<b>21%</b>	
<b>Total off-site</b>	<b>1</b>		

15.3 Funding of an off-site shared-ownership unit is proposed by the applicant on the basis that an RSL is unlikely to be able to take up a single unit in this tenure. The Council's viability consultant has reviewed the applicant's FVA and has concluded that the development is viable with this level of on-site provision and that in addition it would generate a small surplus. However, the appraisal will need to be re-run to take into account the amended layout, and discussions are continuing on this subject. While no consultation has been provided by the Council's Housing Department, it is understood that the greatest level of housing need is for larger units, so change in the proposed mix that would be more in line with current needs would be sought. Any updated information available prior to the Planning Committee meeting will be provided in the amendment sheet, although it is likely that negotiation on this issue will continue beyond the Planning Committee meeting.

15.4 While the proportion of affordable units proposed is not policy compliant, the reviews undertaken have been rigorous and it is therefore considered that, with appropriate updates as noted above, the provision of on-site affordable housing should be given significant weight in the planning balance.

15.5 It is understood that the applicant has not yet made contact with a Registered

Housing Provider, and it would be necessary for confirmation to be provided that the units offered are of interest. It is usual for providers to prefer complete buildings to facilitate ease of building management, and depending on the results of further viability work on the amended scheme, a desirable outcome would be for Block 1 to become available for affordable housing in an acceptable mix of tenures. This would need to be secured through a section 106 agreement ahead of any permission being issued.

**16.0 Potential impacts on Burnham Beeches SAC and other ecological considerations**

- 16.1 Paragraph 170 d) of the NPPF 2019 advises that planning decisions should minimise impacts on and provide net gains for biodiversity, for example by establishing coherent ecological networks that are more resilient to current and future pressures. NPPF paragraph 175 d) supports and encourages development to incorporate biodiversity improvements, especially where this can secure measurable net gains for biodiversity.
- 16.2 The site is located less than 5 km from the Burnham Beeches Special Area of Conservation (SAC). Natural England (NE) has been consulted although no comments had been received at the time of writing. The principle of providing mitigation for any identified significant effects is accepted, and NE has asked for a suitable strategy to be agreed that will provide on-going mitigation for future major development within a 5.6km buffer zone around the SAC. This would require mitigation to be secured for an identified project through a planning obligation, in order to ensure that there will not be any in-combination effect as a result of additional recreation pressure on the Burnham Beeches SAC.
- 16.3 Following discussions with NE regarding the need for mitigation for proposed future development in Slough, a financial contribution for appropriate development within Slough of alternative greenspace will be required. Upton Court Park has been identified as a key site for such works, and a report on this key alternative greenspace was considered by the Planning Committee at the meeting of 23<sup>rd</sup> June this year when the principle of supporting the project was approved by members. A financial contribution towards mitigation will be required, as noted at Section 21 in this report.
- 16.4 An ecological report was submitted with the application, which is dated October 2016 and so predates the previous application. The report noted the presence of the closest Statutory Local Nature Reserve at Herschel Park, but did not reference the Non-statutory Local Nature Reserve which abuts the site. It provides details of a survey for bats and other protected wildlife, and that no protected species were identified on site. It is not known when the site was cleared, but aerial and Google streetview photographs show that this was not before spring or summer 2019. The survey was therefore out of date when site demolition took place. While ideally the survey would have been updated prior to demolition, no ecology condition(s) were included in the 2018 planning permission. For the purposes of fulfilling local and national policy, it is expected that biodiversity improvements will be included in the landscaping details to be approved by condition. Provision of a financial contribution towards the maintenance of the adjacent local wildlife site has already been noted above in relation to the inadequate amenity space provision, and in the interests of betterment in the ecological value of the reserve this contribution also applies to the development as a whole. Use of native species for landscaping will also assist in supporting the objectives of the site specific policy, and native species should therefore be

prioritised in a landscaping scheme to be submitted for approval, in order to assist in providing a net biodiversity gain as part of the development.

## **17.0 Sustainable design and construction**

17.1 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.*

17.2 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.*

17.3 No information was provided with the application to show how the development would achieve a high degree of energy efficiency that would assist in the transition to a low carbon future. It is therefore considered that this should be provided by way of a pre-commencement condition, to be established before any development commences at the site.

## **18.0 Flood risk and surface water drainage**

18.1 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 Drainage Strategy was submitted with the application, and the Council's Surface Water drainage consultee is satisfied with the details it provides. However the detailed layout of the site is likely to change before the application is approved, and it is noted that the submitted Drainage Strategy show exceedance flows into the non-statutory local nature reserve. A condition is therefore recommended to require that construction of the drainage system does not commence until evidence has been submitted to and approved by the Local Planning Authority to demonstrate that surface water will either be contained within the site, disposed of to a Thames Water sewer (as proposed within the development), and / or disposed of by means of a sustainable drainage system.

18.2 Reuse of rainwater for irrigation of landscaping could also form part of the approach to sustainable design and construction, as required by the previous section of this report.

## **19.0 Safe environment and accessibility**

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 security issues with this development are the provision of secure access into the site and to the entrance lobbies of both Blocks. The site plans note that access to pedestrian gates and to a sliding vehicle access gate would be provided, and details of how this will be provided can be required by condition.

19.4 With regards to accessibility, Core Strategy policy 11 sets out that:

*The development of new facilities which serve the recognised diverse needs of local communities will be encouraged. All development should be easily accessible to all and everyone should have the same opportunities.*

19.5 The Developers Guide Part 2 *Developer Contributions and Affordable Housing (Section 106)* sets out a requirement for developments of 25 units or more to provide 5% of homes to wheelchair accessible standard. While the submitted plans do not specifically show any wheelchair accessible flats, it is noted that some of the flats would be of a size where this could be provided. To meet the 5% requirement, a minimum of two wheelchair flats would be required. A condition is recommended to provide for this, with reserved car parking to be available in close proximity to the flats so identified.

19.6 Fire safety is also a consideration under the above policies, and while also a matter for Building Control rather than planning, a condition is recommended to require the submission and approval of a Fire Strategy.

## **20.0 Highways, sustainable transport and parking**

20.1 Paragraph 108 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.

20.2 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.

20.3 Paragraph 108 states that in assessing planning applications it should be ensured that:

- d) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- e) Safe and suitable access to the site can be achieved for all users; and
- f) 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.

20.4 The Highways Officer's comments as noted in Section 6.2 above are generally favourable. However, these were made on the scheme as originally submitted and the amended layout has yet to be reviewed. The amended scheme has reduced the number of available car parking spaces by one (from 24 to 23), as well as reducing by one the number of flats in the development from. Updated Highways comments are being sought ahead of the Planning Committee meeting.

**21.0 Infrastructure and Section 106 requirements**

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:

<b>Financial contributions</b>	
Education	£84,744
Recreation , open space and local nature reserve improvements	£35,700
Highways - sustainable transport	£20,000
Burnham Beeches SAC mitigation	£11,900
<b>Total</b>	<b>£152,344</b>

21.2 Affordable housing will be provided on site in line with an updated financial viability review as noted in Section 15 in this report.

21.3 A Section 106 legal obligation will need to be completed before any planning permission can be issued, in order to secure the above infrastructure and amenities.

**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 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 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 assessment in this report, 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, the NPPF and assessed against the core planning principles of the NPPF to establish whether the proposals deliver “sustainable development.” The proposal would deliver 33 new flats of an acceptable standard in a very sustainable location, along with the infrastructure made necessary by the development and on-site affordable housing.
- 23.4 The report identifies issues in regards to design particularly of Block 2, but acknowledges that the previous planning permission does set a precedent as it was approved under current development plan policies, although it was approved under an earlier version of the NPPF. The report confirms that 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)(i), there is one statutory nature conservation asset of particular importance in the general vicinity of the site, Burnham Beeches SAC, along with a non-statutory local nature reserve adjacent to the application site. Burnham Beeches SAC in particular could be impacted by additional residents. However this has been considered and planning permission will only be granted if mitigation of these impacts is provided through a completed section 106 agreement. Therefore 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 adds significant weight to this application. The development would make a small but welcome addition to the housing stock within Slough, including affordable housing.

### **PART C: RECOMMENDATION**

A. Approval subject to:

- 1) Satisfactory amendments to housing mix, design and layout as set out in Sections 10 and 11 of the report, by 15<sup>th</sup> September 2021;
- 2) Satisfactory completion of a Section 106 planning obligation agreement to secure financial contributions towards education, HRA mitigation, open space improvements, recreation and other ecological improvements, and affordable housing (including on-site);
- 3) finalising conditions; and any other minor changes; and
- 4) agreement of the pre-commencement conditions with the applicant/agent;

OR

- B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 15<sup>th</sup> December 2021, unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

## PART D: CONDITIONS AND INFORMATIVES

### 1. Commencement 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. Drawing numbers (subject to further amendments, to be confirmed)

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

- Drawing no. 20001-GAA-XX-00-DR-T-0101 dated 28/02/20, received 11 March 2021 Location plan
- Drawing no. 20001-GAA-A1-XX-DR-T-0112 rev. P03 dated 013/07/21, received 13 July 2021 Site layout
- Drawing no. 20001-GAA-A1-GF-DR-T-2007 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 ground floor
- Drawing no. 20001-GAA-A1-01-DR-T-2008 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 first floor
- Drawing no. 20001-GAA-A1-02-DR-T-2009 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 second floor
- Drawing no. 20001-GAA-A1-03-DR-T-2010 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 third floor
- Drawing no. 20001-GAA-A1-RF-DR-T-2011 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 roof plan
- Drawing no. 20001-GAA-A1-GF-DR-T-2017 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 ground floor
- Drawing no. 20001-GAA-A1-01-DR-T-2018 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 first floor
- Drawing no. 20001-GAA-A1-02-DR-T-2019 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 second floor
- Drawing no. 20001-GAA-A1-03-DR-T-2020 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 third floor
- Drawing no. 20001-GAA-A1-04-DR-T-2021 rev. P02 dated 013/07/21, received 13 July 2021 Block 2 fourth floor
- Drawing no. 20001-GAA-A1-RF-DR-T-2022 rev. P01 dated 26/01/21, received 11 March 2021 Block 2 roof plan
- Drawing no. 20001-GAA-A1-XX-DR-T-2105 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 front elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2106 rev. P02 dated 013/07/21, received 13 July 2021 Block 1 rear elevation



- Drawing no. 20001-GAA-A1-XX-DR-T-2107 rev. P02 dated 013/07/21,  
received 13 July 2021 Block 1 north elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2108 rev. P02 dated 013/07/21,  
received 13 July 2021 Block 1 south elevation
- Drawing no. 20001-GAA-ZZ-XX-DR-T-2116 rev. P04 dated 013/07/21,  
received 13 July 2021 street scene - levels drawing
- Drawing no. 20001-GAA-A1-XX-DR-T-2117 rev. P01 dated 17/02/21,  
received 11 March 2021 Block 2 front elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2118 rev. P01 dated 26/01/21,  
received 11 March 2021 Block 2 rear elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2119 rev. P02 dated 013/07/21,  
received 13 July 2021 Block 2 north elevation
- Drawing no. 20001-GAA-A1-XX-DR-T-2120 rev. P02 dated 013/07/21,  
received 13 July 2021 Block 2 south elevation

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 in association with the development, 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. Site layout plan

Prior to the commencement of any works in association with the development, a revised site layout plan shall be submitted to and approved in writing by the Local Planning Authority. The site layout shall include sufficient space for the siting of structural landscaping along the northern and road frontage boundaries and confirmation of the locations of car parking, communal and private amenity spaces, bin and cycle stores and other ancillary structures, and space to be reserved for soft landscaping in accordance with the detailed landscape condition included in this permission. The development shall then be carried out and maintained in accordance with the approved plan.

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).

7. 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.

8. Phase 2 Intrusive Investigation Method Statement

Based on the findings of the Desk Study, Preliminary Site Investigation & Risk Assessment Report (Project ID JT0341), potential for contamination remains on site. Thus, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

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

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

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

10. 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.

11. 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. The proposed details shall include an investigation of the option of future connection to a district heat network. 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).

12. Wheelchair accessible flats

Prior to commencement of works above slab level, details of access and internal layouts for at least 2no. wheelchair accessible flats and associated car parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and retained as such 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.

REASON: To provide for the diverse needs of Slough's local communities, in accordance with Policies 8 and 11 of the Slough Borough Council Core Strategy 2008, guidance in the Council's Developers Guide Part 2, (2008, updated 2017) and the National Planning Policy Framework 2019.

13. 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 Policies 8 and 12 of the Slough Borough Council Core Strategy 2008 and the National Planning Policy Framework 2019.

#### 14. Secure by design

Prior to commencement of works above slab level, details of controls on access to the property as a whole and to the lobbies of both buildings, 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).

#### 15. Prior to occupation: Landscape (Soft and Hard)

Prior to the laying out of any hard surfaces outside the building footprints, 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;

- (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) details of biodiversity improvements, including structures (such as bat and bird boxes and hedgehog gates) and a narrative on the suitability and choice of native and other wildlife friendly plant species as part of the landscape scene;
- (vi) external lighting including details of luminance and design;
- (vii) specifications for operations associated with plant establishment and maintenance that are compliant with best practice;
- (viii) 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.

#### 16. 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 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

#### 17. 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.