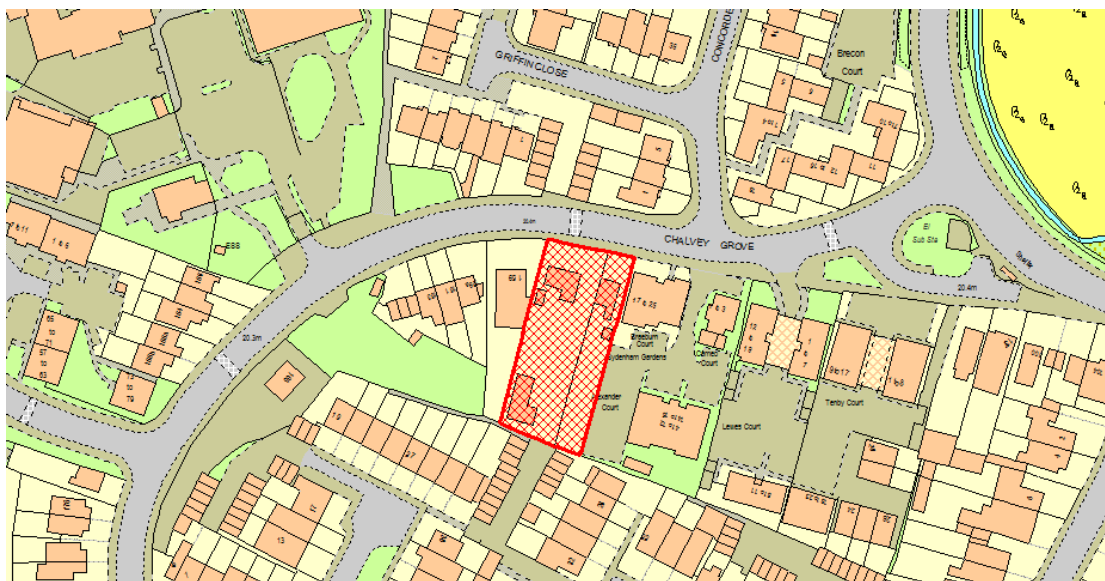


Registration Date:	26-July-2021	Application No:	P/12642/005
Officer:	Michael Scott	Ward:	Chalvey
Applicant:	Mapgro Ltd	Application Type:	Major
		13 Week Date:	25 Oct 2021
Agent:	Zyntax Chartered Architects, 8, Arborfield Close, Slough, SL1 2JW		
Location:	155-157, Chalvey Grove, Slough, SL1 2TD		
Proposal:	Redevelopment of existing brownfield site for 16no. residential flats comprising 5no. 1 bedroom flats, 9no. 2 bedroom flats and 2 no. 3 bedroom flats with 21no. car parking spaces, bin and cycle storage and garden amenity.		

Recommendation: Delegate to the Planning Manager for Approval



P/12642/005

1.0 **SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies set out below, and any comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager:

1) For approval subject to: the satisfactory completion of a s106 agreement to ensure a financial contributions towards affordable housing, education and local public open space enhancements, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 30th April 2022, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee.

1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is a full planning application for:

- Construction of two three-storey blocks of flats.
- Comprising the provision of 16 self-contained residential units.
- The mix entails 5no. 1-bedroom; 9no. 2-bedroom; and, 2no. 3-bedroom flats
- Surface car parking providing 21 spaces for the proposed residential units – each to be provided with electric charging facilities.
- The provision of cycle parking facilities for future residents and visitors.
- Secure bin and recycling storage facilities.
- Formation of a dedicated vehicular access to the site from Chalvey Grove.

3.0 **Application Site**

- 3.1 The application site is wholly undeveloped and lies on the southern side of Chalvey Grove between flatted blocks to the east with mostly two-storey dwelling houses beyond to the west as well as to the rear (south) and across the street i.e. to the north.
- 3.2 The ground levels rise gently from the frontage on Chalvey Grove towards the rear of the site at its southern end. This profile is matched on each of the sites adjacent.
- 3.3 To the west lies a detached bungalow at 159 Chalvey Grove. This has a square footprint and a shallow pitched pyramidal roof; so, it has a modest form and low profile in the street scene. Whilst it appears to be residential in form, it has historically been used as an office for a business but is currently vacant.
- 3.4 To the east lie a number of flatted blocks, which comprise Sydenham Gardens, namely, Braeburn and Cameron Court, with to the rear, lies Alexander Court. The street front blocks of Braeburn and Cameron Court are two-and-a-half storeys. Full three-storey, flatted blocks lie to the east of this group and include Lewes Court and Tenby Court. These are notable for their two-storey high undercroft access with a single deck of accommodation above the entrance.
- 3.5 To the north, on the opposite side of Chalvey Grove, lies an estate of two-storey terrace houses, with their associated garages, in Griffin Close and Concorde Way
- 3.6 To the south i.e. behind the site, lies an estate of two-storey terraced houses, with their associated garages, in Cotswold Close and Tintern Close.
- 3.7 Approximately a third of the site - that fronting the street - lies in Flood Zone 3; whilst the middle portion - another third of the site - lies in Flood 2, and the remainder of the site towards the rear lies in Flood Zone 1. Given the site partially lies in Flood Zones 2 and 3, a full Flood Risk Assessment was submitted with the current application.
- 3.8 The site lies within 800m. of a scheduled moated site to the west and within 700m. of the scheduled Montem mound to the east.

3.9 For completeness, it should be noted: the site lies within an area outside of the Town Centre on the Proposals Plan; the site is not in a Conservation Area; and, there are no trees under a Tree Preservation Order in close proximity.

4.0 **Relevant Site History**

4.1 P/12642/004 Construction of 2no. blocks of flats in tandem arrangement providing accommodation for 16no. 2 bedroom flats and 1no. studio flat with 19 parking spaces, cycle store, refuse store and rear garden amenity (at nos. 155 & 157). Vehicular access is proposed via adjacent existing development at Sydenham Gardens, Chalvey Grove SL1 2PA – withdrawn – 26/07/2021.

P/12642/002 Demolition of existing motor repair workshop and erection of 6 x 3 bedroom, two storey semi-detached dwellings and 1x 3 bedroom, two storey detached dwelling with associated car parking and private amenity space (at nos. 155 & 157) – APPROVED – 19/10/2010.

P/12642/001 Demolition of existing, and erection of two no. buildings to provide eleven no. flats and car parking (at no. 157) - REFUSED – 21/07/2004 for the following reasons:

- The proposed development is contrary to criterion f, of Policy H13 of The Local Plan for Slough, 2004, because it will not optimise the potential for a comprehensive development and potentially results in the sterilisation of land for residential development.
- The proposed development is contrary to Policy H13 and EN1 of The Local Plan for Slough, 2004, because together with the flat development at 149 Chalvey Grove, it will result in the visual overpowering and domination of 155 Chalvey Grove which will have a detrimental impact on the visual character of the street scene.
- The proposed development is contrary to criterion d, of The Adopted Local Plan for Slough, 2004, because it will result in overpowering and loss of light and privacy to the private amenity space of neighbouring residential properties 155 and 159a Chalvey Grove and this will detract from the residential amenity of the occupiers.
- The proposed development is contrary to criterion d, Policy H13 of The Adopted Local Plan for Slough, 2004, because it will result in an access road to serve the development located hard up on the boundary with 155 Chalvey Grove which will cause noise and disturbance detracting from the residential amenity of the occupiers.

P/12642/000 Erection of two buildings to provide twelve flats and car parking (at no. 157) – withdrawn – 23/02/2004.

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 four site notices were displayed – two in Chalvey Grove – one either side of the site frontage – and one in Cotswold Close and one in Tintern Close - each dated 03/08/2021. The application was advertised as a major application in the 01/10/2021 edition of The Slough Express.

5.2 A notification was sent to Action4Chalvey on 30th July 2021.

5.3 There has been no representations from any of these procedures.

6.0 **Consultations**

6.1 **Highway Authority Introduction**

This document provides Slough Borough Council's final consultation response regarding Highways and Transport for application P/12642/005 at 155 – 157 Chalvey Grove, Slough.

Transport comments were previously issued on 20th August. Further information was provided in a Transport Technical Note on 17th September 2021. Additional transport comments issued by SBC on 29th September 2021 and further information submitted by the agent on 18th October 2021.

Application Description

The planning application is for the redevelopment of existing brownfield sites for 16 residential flats comprising 5x1-bedroom flats, 9x2-bedroom flats and 2x3-bedroom flats with 21 car parking spaces, bin and cycle storage and garden amenity.

Vehicular Access

A new vehicular access junction is proposed with Chalvey Grove in the form of a bellmouth arrangement. The proposed access is 4.8 metres wide, with 3m kerb radii.

In response to a request from SBC, the applicant has provided a drawing (Drawing No. ITB17186-GA-002-Rev-A, dated 04/10/2021, titled '*Proposed Site Access Arrangements*') which displays visibility of 2.4 metres x 25 metres can be provided to the right and left of the access, which is suitable for a design speed of 25mph. However, to the left, the splay crosses a small parcel of 3rd Party Land, outside the ownership of the applicant or the Local Highways Authority.

The applicant's agent (i-Transport) has confirmed that discussions are underway for an agreement to be made that the area of land will be kept free of obstructions exceeding 600mm in height to enable the visibility splays shown on i-Transport Drawing No. ITB17186-SK-002-Rev-A, titled '*Proposed Site Access Arrangements*', dated 04/10/2021.

At the request of SBC Highways and Transport it has been confirmed that the details of a lighting scheme will be provided during the detailed design phase of the scheme.

SBC Highways and Transport have no objection to the proposed vehicular access junction for the proposed development.

Pedestrian Access

SBC Highways and Transport have requested that a lift is provided to enable disabled residents, disabled visitors or pram users to access the building. It has not been confirmed whether a lift access will be provided by the applicant.

Access by Sustainable Travel Mode

The proposed development site is located 2500m (30 minutes' walk and 11 minutes cycle) from Slough Railway Station and 2000m (26 minutes' walk) from Slough High Street.

Trip Generation

The Transport Statement (Planning ref: ITB7186-001A) provides a forecast of the site's trip generation, based on trip generation surveys contained within TRICS, the national trip generation database. SBC request the removal of TRICS Survey Site DS-03-C02 from the calculation given that the survey was completed on a Saturday.

SBC require a trip generation calculation based on representative sites for the peak hours (0800 – 0900 and 1700 – 1800) on a weekday when trip generation associated with journeys to work and school are most likely to occur. Therefore surveys completed on weekends should be excluded and the trip generation calculation is not accepted.

Car Parking

The proposed 21 car parking spaces would be a shortfall of 5 parking spaces compared with the adopted Slough Borough Council Parking Standards (2008). The Slough Borough Council parking standards for a Predominantly Residential Area would require the provision of 25 Car Parking spaces.

The Transport Statement outlines in Paragraph 4.4.1, that each of the 2x3-bedroom flats and 1x2 bedroom flats will be provided two allocated parking spaces each, whilst the remaining 14 spaces will be unallocated/communal parking. This equates to each of the 13 remaining one and two bedroom dwellings being allocated at least one car parking space.

The Transport Statement submitted includes Car Ownership Data from the 2011 Census for the Chalvey Ward. The Census showed that during 2011, car ownership levels for one to three bedroom flats in the Chalvey Ward were less than one vehicle per dwelling with an average of 0.74 vehicles per dwelling.

A single yellow parking restriction is present along Chalvey Road which prevents parking between the hours of 8am – 5pm, which would prevent the overspill of parked vehicles onto the surrounding highway during daytime hours.

The applicant has confirmed that 5% of the proposed parking spaces (1 space) will be designed for the use of disabled drivers, in accordance with industry best practice. The disabled parking space should have a hatched 1200mm strip on each side of the space and be marked for disabled use only.

Swept path analysis of the proposed parking bays (Drawing ITB17186-GA-003) has been provided which demonstrates an estate car measuring 4.71m in length can safely ingress and egress the parking spaces and there is sufficient turning space for a car to exit the site in a forward gear.

Therefore SBC Highways and Transport have no objection to the proposed number of parking spaces or the proposed allocation system.

EV Parking

At the request of SBC Highways and Transport, the Transport Statement (Para 4.4.1) confirms that all car parking spaces will be fitted with an overnight charger to allow for electric vehicle charging, in accordance with the Slough Low Emissions Strategy (2018 – 2025). It is recommended that the specification of the EVCP is secured by planning condition.

Cycle Parking

The site plan (Zyntax Drawing No.29-19-13-Rev-A dated June 2021) displays 16 covered, secure cycle parking spaces within a cycle store to the rear of the development. The number of secure, covered spaces is in accordance with the adopted SBC Cycle Parking Standards which require the provision of 1 secure, covered cycle parking space per dwelling.

The Transport Statement (Para 4.5.1) confirms the provision of 6 short-stay cycle parking spaces which be located in a secure, covered cycle store on the site. The Slough Developer's Guide: Part 3 - Highways and Transport (2008) which requires the provision of visitor cycle parking for flatted developments of more than 10 dwellings.

SBC Highways and Transport are satisfied with the proposed cycle parking for the development.

Servicing and Refuse Collection

At the request of SBC Highways and Transport, swept paths have been provided which demonstrate that a fire tender and delivery vehicle can enter, turn and egress the proposed development in a forward gear (Drawing No. ITB 17186-GA-002). It has also been confirmed that a refuse vehicle would collect refuse from the kerbside, with bins wheeled to a dedicated bin collection point on the site frontage, within the site boundary (shown on Zyntax Drawing No. 20-19-13-B, dated June 2021). A management company would transfer bins from the bin store to the bin collection point on collection day.

SBC Highways and Transport are satisfied with the proposed refuse collection arrangements.

Summary and Conclusions

I confirm that I have no objection to this application from a transport and highway perspective.

[NOTE: Highways set out conditions covering Access, Visibility, Site Layout, Car Parking, EV Charging Points, Cycle Parking, Wall –no obstruction of line of sight, Bin Storage, together with Informatives. These are included below at 24.0].

6.2 Thames Water:

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 and set out various matters, which are included under Informatives below at 24.0.

6.3 Lead Local Flood Authority

The general principles for the surface drainage are acceptable; we would recommend further information on the proposals be submitted as part of a more detailed design phase. Therefore we recommend [a condition - as set out below at 24.0].

6.4 SBC Scientific Officer

I have reviewed the Combined Geotechnical and Ground Contamination Risk Assessment Report (Ref. no. R14955), dated 15th September 2021 and prepared by Ashdown Site Investigation Ltd. Please see my comments below:

- According to the assessment undertaken, no complete pollutant linkages relating to end users or groundwater have been identified at the site, and remedial works are not currently justified. However, further ground gas monitoring is recommended to inform a more detailed assessment of the level of risk from ground gases.
- Whilst no complete pollutant linkages with respect to soil have been identified by this assessment, a discovery strategy is recommended to remain in place throughout the development works, as set out in Section 9.9 of the report.

The report is considered acceptable for this stage of development. Further information is scheduled to be gathered in the next few months, which must be reviewed and assessed before the site can be deemed suitable for the proposed use.

Based on the above, I recommend the following conditions [NOTE: accordingly, these are set out below at 24.0.]

6.5 Berkshire Archaeological Service

The proposed development should be conditioned to be completed in compliance with this Written Statement of Investigation (WSI), [which] is of an acceptable standard for achieving archaeological mitigation in relation to these development proposals. [NOTE: Accordingly, a condition is set out below at 24.0.]

6.6 SBC Tree & Landscape Officer

No response received for this application. [Any comments received will be reported into the Amendment Sheet.]

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework and National Planning Policy Guidance:

Section 2: Achieving sustainable development

Section 4: Decision-making

Section 5: Delivering a sufficient supply of homes

Section 8: Promoting healthy communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

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

Section 16: Conserving and enhancing the historic environment

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

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 7 - Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural, built and historic environment

Core Policy 10 – Infrastructure

Core Policy 11 - Social cohesiveness

Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design

EN3 – Landscaping Requirements

EN5 – Design and Crime Prevention

H9 – Comprehensive Planning

H13 – Backland/Infill Development

H14 – Amenity Space

T2 – Parking Restraint

T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map (2010)
- Nationally Described Space Standards
- ProPG: Planning & Noise: Professional Practice Guidance on

Slough Local Development Plan and the NPPF

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 July 2021.

The National Planning Policy Framework 2021 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.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2021, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the National Planning Policy Framework 2021 and refined in case law. The 'tilted balance' as set out in the NPPF paragraph 11 requires local planning authorities to apply the presumption in favour of sustainable development (in applications which relate to the supply of housing) unless 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.

Planning Officers have considered the revised National Planning Policy Framework 2021 which has been used together with other material planning considerations to assess this planning application.

7.2 The planning considerations for this proposal are:

- Principle of development (section 8.0)
- Impact on the character and appearance of the area (section 9.0)
- Impact on amenity of neighbouring occupiers (section 10.0)
- Housing mix (section 11.0)
- Living conditions for future occupiers of the development (section

12.0)

- Crime prevention (section 13.0)
- Highways and parking (section 14.0)
- Flooding & Drainage (section 15.0)
- Trees & Landscaping (section 16.0)
- Archaeology/Heritage issues (section 17.0)
- Land contamination (section 18.0)
- Air Quality (section 19.0)
- S.106 Contributions (section 20.0)
- Presumption in favour of sustainable development (section 21.0)
- Equalities (section 22.0)

8.0 **Principle of development**

- 8.1 Whilst it is noted that planning permission has been previously granted for the residential redevelopment of the site of this pair of properties - which would have extinguished the commercial element in the premises to the rear - that approval does not appear to have been commenced. Therefore the lawful use rights would appear to be mixed commercial and residential.
- 8.2 As such, these proposals would entail the change of use of land previously used for commercial purposes to form a wholly residential scheme. Notwithstanding this, the previous planning permission, P/12642/002, is a significant material consideration in the determination of any proposals for this site.
- 8.3 The current proposals represent a comprehensive approach to the development of both no. 155 and no.157; so, the first, second and fourth reasons for the refusal of P/12642/001 – as set out in para 4.1 of this report – would fall away.
- 8.4 The National Planning Policy Framework 2021 encourages the effective and efficient use of land. These proposals involve the replacement of bed-sits and the formation of new self-contained residential accommodation. As such, the proposals comply with the overall thrust of the NPPF.
- 8.5 Core Policies 1 and 4 which seek high-density, non-family type housing to be located in the Town Centre. In the urban areas outside of the town centre, new residential development is expected to be predominantly family housing.
- 8.6 Whilst the site is located outside of the Town Centre, it reflects the existing flatted residential mix in the adjacent developments to the east comprising the adjoining site and those immediately beyond and this

justifies considering that flatted accommodation is more appropriate in this case.

- 8.7 Both the National Planning Policy Framework and the Local Development Plan seek a wide choice of high-quality homes which should be considered in the context of the presumption in favour of sustainable development. The site is considered to be located in a sustainable location as it benefits from access to public transport, education, retail, leisure, employment and community facilities.
- 8.8 Paragraph 8 of the NPPF sets out that achieving sustainable development means that the planning system has three over-arching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.
- 8.9 Paragraph 9 of the NPPF stresses that sustainable solutions should take local circumstances into account, to reflect the character, needs and opportunities of each area
- 8.10 In Core Policy 1 the Council seeks a scale and density of development that will be related to a site's current or proposed accessibility, character and surroundings.
- 8.11 In Core Policy 8 the Council seeks all development to be sustainable, of high-quality design that respects its location and surroundings, in that it should respect the amenities of adjoining occupiers and reflect the street scene and local distinctiveness of the area.
- 8.12 Accordingly, in Core Policy 9 the Council states development will not be permitted where it does not respect the character and distinctiveness of existing townscapes. The impact of the current proposals is considered in section 9.0 below.
- 8.13 Having regard to the National Planning Policy Framework 2021 and the Local Development Plan, there are no objections to the principle of flatted residential development on this site.
- 8.14 As a scheme that entails an infilling of the street scene, attention must be paid to each limb of Policy H13, of which criteria (a), (b), (c), (d) and (f) are relevant. In summary, the issues turn on the scale of any infilling development.

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

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

and Local Plan Policies EN1, EN2 and H13.

- 9.2 A description of the locality and the neighbouring forms of development is set out above. It is noted that there is a distinct difference between the form, mass, scale and character of the area west of the site on the south side of Chalvey Grove and the areas to the north, west and south of the site. Each of these two areas displays a distinctive set of features.
- 9.3 The application site is now cleared. Its position in Chalvey Grove, as the highway bends, suggest a greater sense of unity and place in the frontage characterised by the three-storey, flatted blocks to the east.
- 9.4 These proposals are for a three-storey flatted block, with accommodation at roof level on the frontage and a two-storey block with accommodation at roof level at the rear. In terms of scale and massing, the proposed scheme would respect that of the developments to the east; both in terms of the road side block but also in terms of the inland block to the rear. As such, it is not considered that it would not be out-of-place in this setting.
- 9.5 In terms of its siting, the front block is considered to relate to the building line at Braeburn Court, at its eastern corner, and then by setting back at its western corner, as it follows the alignment of the street. This sets up a modulated façade comprising three gables with the intervening sections of similar proportions resulting in a vertical emphasis.
- 9.6 Both the frontage block and that at the rear feature dormers at eaves level – a direct reflection of the design of each of the blocks to the east. Those proposed in this application have hipped roofs similar to those at Braeburn Court immediately adjacent to the east.
- 9.7 The north and south façades are well-mannered and demonstrate an order in their layout and fenestration. The flanks – facing east and west – are simpler and generally are punctured by only secondary and high-level openings to cater for non-habitable rooms and to provide increased daylight for the deep open-plan floor layouts.
- 9.8 The proposed elevations show a scheme with contrasting red and buff brick facings. The applicant has identified a TBS Old English Red-multi and a TBS Old English Buff-multi to be used in conjunction with a TBS Ferro string course detailing, together with a Marley Eternit smooth grey roof tile and grey uPVC windows and rainwater goods. It is

considered that the general palette of materials would be complimentary to the style of recent residential developments in the vicinity.

9.9 The scheme includes some undercroft parking to the western side of the front block and the inward courtyard facing northern side of the rear block. These would not impact on the street scene.

9.10 The adjacent frontages at Braeburn, Cameron, Lewes and Tenby Court have limited landscaping; primarily, some hedges and grass. The proposals reflect this local street scene. There would be some limited soft landscaping between the façade of the main roadside block and the footway to increase the sense of a defensible space for the ground floor accommodation.

9.11 Likewise, the ground floor units at the rear of the front block would be provided with modest garden areas, to separate their windows from the car parking courtyard.

9.12 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area. The proposals therefore comply with Core Policy 9 of the Core Strategy and the requirement of the National Planning Policy Framework, as such the scheme is considered to therefore comply with Policies EN1, EN2 and H13 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2021.

10.0 **Impact on amenity of neighbouring occupiers**

10.1 The National Planning Policy Framework 2021 encourages new developments to be of a high-quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

10.2 As more fully described above, the scheme entails a two blocks of flats to the front and rear of the site respectively. This reflects the arrangement of the sites to the east.

10.3 The siting and design of each of these blocks has been set out to avoid any adverse impact on the neighbouring occupiers' amenities, in terms of any potential harm from overshadowing, overlooking and loss of

privacy, as well as daylighting and sunlighting impacts.

10.4 Window openings facing the existing neighbouring dwellings are either high-level/secondary or serve non-habitable rooms. The distances and orientation of these openings in conjunction with the function would ensure that there would be no issues of harm for those neighbouring occupiers.

10.5 In conclusion, it is considered that there would be no adverse harm for neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2021.

11.0 **Mix of housing**

11.1 The National Planning Policy Framework seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective C and Core Policy 4.

11.2 The proposals would provide a mix of one, two and three-bedroom flats, as follows:

1 bed/sitting room = 1

1bed/2persons = 4

2bed/4persons = 9

3bed/5persons = 2

Given the location of the site and its particular site circumstances, it is considered that the mix would be appropriate and thus acceptable.

12.0 **Living conditions for future occupiers of the development**

12.1 The National Planning Policy Framework 2021 encourages new developments to be of a high-quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Polies EN1 and EN2.

12.2 All of the units would meet the Council's internal space standards, as set out in the Technical Housing Standards 2015.

- 12.3 Each flat has its principal habitable room windows either facing north or south. There are instances of “side” facing windows serving non-habitable rooms i.e. bathrooms and also several secondary high level window openings on the flank of the front roadside block where these would assist in providing additional light to the longer floorplan of the combined living/dining/kitchen rooms.
- 12.4 On the upper floor of the front block some openings are formed by a Cambrio style rooflight. These have a tilt-and-lift mechanism, which comprises a glazed window when shut and creates a balcony area when opened.
- 12.5 On the rear block the upper floor has dormers to the front and rooflights set in the roof plane to the rear.
- 12.6 In terms of the levels of daylight, aspect, and outlook, it is considered that each unit would have satisfactory levels of amenity for future occupiers.
- 12.7 The proposed front block would be served by a “front” entrance direct from the street side and a secondary entrance leading from the communal car parking courtyard. The proposed rear building would have its sole entrance on the northern side facing the communal car parking courtyard. It is recommended that each of the entrances provide level access at the threshold of the block. Accordingly, a condition is set out below at 24.0.
- 12.8 Whilst some units would have some form of private amenity space either in the form of a modest garden or a balcony, several units do not have such access to amenity space. However, the lack of private amenity space for those units is not considered a reason for refusal. Though, this set of proposals would justify a s.106 contribution to the enhancement of the local facilities in accordance with the Council’s Developer Guide, as set out below.
- 12.9 Based on the above, on balance, the living conditions for future occupiers in this case is considered satisfactory and thus to be in accordance with the requirements of the NPPF, Core policy 4 of Council’s Core Strategy, and Policy H11 of the Adopted Local Plan.

13.0 **Crime Prevention**

- 13.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed; so, as to reduce the potential for criminal activity

and anti-social behaviour.

- 13.2 The communal accesses would have a good level of natural surveillance within the site. A condition requiring details of the measures to be incorporated to reduce and prevent criminal activity is set out below at 24.0.

14.0 **Highways and Parking**

- 14.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians and where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.
- 14.2 It is noted that the site benefits from a satisfactory level of accessibility to a range of public transport and all the facilities for retail, entertainment, employment, education and health. The site is therefore considered to be sustainable.
- 14.3 The scheme entails the formation of a new vehicular access at the western corner of the site adjacent to the boundary with no. 159. Further to detailed discussions this arrangement is acceptable to the Highway Authority.
- 14.4 The proposed scheme would provide 21 car parking spaces with EV charging points. The specification of EV charging points has been agreed with the Slough Environmental Quality Team, as set out in a condition below at 24.0.
- 14.5 The Highway Authority is satisfied by the proposed arrangement, quantum and layout of the parking in terms of circulation and manoeuvrability and given their analysis, as set out above, they consider that the provision would be satisfactory for this specific mix of accommodation.

- 14.6 Cycle storage facilities have been provided and in terms of position and quantum the Highway Authority is satisfied, subject to the specific details of the provision, which will be covered under a condition below at 24.0.
- 14.7 The proposals include an enclosed bin and recycling facility. It is noted that, given the position of this facility, arrangements will have to be made to ensure the bins are moved to a holding area at the front of the site in anticipation of the collection. The Highway Authority has provided a condition to cover this matter, which is set out below at 24.0.
- 14.8 Based on the above, and subject to the conditions set out below, it is considered that the proposals would not lead to severe harm to highways users and thus are considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

15.0 **Flooding & Drainage**

- 15.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 15.2 As set out above, according to the EA flood maps, the site straddles Flood Zones 1, 2 and 3.
- 15.3 Changes in government legislation from April 2015, require major developments to provide measures that will form a Sustainable Drainage System. Sustainable Drainage Systems (SuDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot lead to an increase from that existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off.
- 15.4 Submission documentation setting out the applicant's drainage strategy was been forwarded to the Council's consultants, Hampshire CC, who act as the Local Lead Flood Authority. Their response as set out above

includes a condition to ensure the scheme meets with appropriate standards. This is included below at 24.0.

16.0 **Trees & Landscaping**

16.1 The scheme entails a new residential block set in hard and soft landscaping, which would provide limited communal areas. There would be some scope for soft landscaping and some trees could be provided, subject to careful consideration of the specific spacing and choice of species. Overall, it is considered that the scheme would enhance the visual amenity of the area.

16.2 Details of planting and boundary treatments, shall be subject to further consideration pursuant to conditions, as set out below at 24.0.

17.0 **Archaeology/Heritage Issues**

17.1 As reported above, there are no heritage assets nearby and the site does not lie in a conservation area.

17.2 As described above, the site lies close to the heritage assets to the west and east. Furthermore, Berkshire Archaeology has advised that important historical finds have been found at nearby development sites. They continue that “mapping and satellite imagery reveal much of the site has never been previously developed and therefore the archaeological potential of the site remains intact”. So, in accordance with paragraph 205 of the NPPF, a condition is set out below at 24.0 to ensure satisfactory opportunity is taken to investigate the site and record any finds.

18.0 **Land Contamination**

18.1 The site of no.157 (which formerly was the site of a car repair workshop) is recorded as of “High Risk” of potential contamination in the Council’s data base. Accordingly, a thorough review has been undertaken of the application documentation. The Council’s expert has concluded that the report is considered acceptable for this stage of development. As such, appropriate conditions have been recommended. These are included at 24.0 below.

19.0 **Air Quality**

19.1 The application site is not situated within an Air Quality Management Area (AQMA). Therefore, there will not be an unacceptable exposure to air pollution for future occupiers of the development or the users of the surrounding facilities. In the interest of not worsening air quality problems in other parts of the town it will be important, if the proposal is approved, to minimise emissions from travel demand through encouraging non-car modes of travel, which would be enhanced by the scheme's compliance with the Council's requirements for cycle storage facilities and infrastructure for Electric Vehicles.

19.2 Electric charging points have been sought in accordance with the Local Environmental Strategy, which seeks to mitigate air quality concerns from additional traffic and parking. Whilst the Low Emission Strategy does not form part of the Local Development Plan, it is noted that the developer has set out in their Transport Statement that all the 21 spaces will be provided with charging facilities. Accordingly, these will be conditioned as set out below at 24.0.

20.0 **s.106 Contributions**

20.1 As set out above, a contribution towards the enhancement of local public space would be required under the terms of the Council's Developer Guide. This amounts to £4800 – based on the figure of £300 per unit.

20.2 The proposals entail the introduction of 16 new dwellings – as such, the scheme triggers financial contributions under the Council's policies towards:

- education. This amounts to £57,623 – based on the figure of £4828 per a two or more bedroom unit and £903 per a one-bedroom unit; and,
- off-site affordable housing. This amounts to £96,560 – based on the mix of 31.25% (one-bed) - 56.25% (two-bed) - 12.5% (three-bed) in a 16 unit development.

21.0 **Conclusion relating to Planning Balance**

21.1 In the application of the appropriate balance, it is considered that there are benefits from the formation of sixteen residential units in a sustainable location; so it is suggested that planning permission should be granted in this case. The benefits of supplying sixteen extra units in a tilted balance assessment has been shown to significantly and demonstrably outweigh adverse impacts and conflicts with specific policies in the NPPF.

22.0 Equalities Considerations

22.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing 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 The proposal would be required to meet with Part M of the Building Regulations in relation to space standards and occupation by those needing wheelchair access. Furthermore, a condition is set out to ensure level thresholds at the entrance to each block.

22.3 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 under other legislation covering environmental health should be exercised as and when required.

22.4 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 PART C: RECOMMENDATION

23.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations, it is recommended the

application be delegated to the Planning Manager:

1) For approval subject to: the satisfactory completion of a s106 agreement to ensure financial contributions towards off-site affordable housing, education and local public open space enhancements, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 30th April 2022, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee.

24.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

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. Approved Plans

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

- (a) Drawing No. 20-19-12 Rev C, Dated June 2021; Recd On 25/10/2021
- (b) Drawing No. 20-19-13 Rev B, Dated June 2021; Recd On 25/10/2021
- (c) Drawing No. 20-19-14 Rev B, Dated June 2021; Recd On 25/10/2021
- (d) Drawing No. 20-19-15 Rev B, Dated June 2021; Recd On 25/10/2021
- (e) Drawing No. 20-19-16 Rev C, Dated June 2021; Recd On 25/10/2021
- (f) Drawing No. 20-19-17 Rev C, Dated June 2021; Recd On 25/10/2021
- (g) Drawing No. 20-19-18 Rev C, Dated June 2021; Recd On 25/10/2021
- (h) Drawing No. 20-19-19 Rev C, Dated June 2021; Recd On 25/10/2021
- (i) Drawing No. 20-19-20 Rev C, Dated June 2021; Recd On 25/10/2021
- (j) Drawing No. 20-19-21 Rev C, Dated June 2021; Recd On 25/10/2021
- (k) Drawing No. 20-19-22 Rev C, Dated June 2021; Recd On 25/10/2021
- (l) Drawing No. 20-19-23 Rev C, Dated June 2021; Recd On 25/10/2021
- (m) Drawing No. 20-19-24 Rev C, Dated June 2021; Recd On 25/10/2021
- (n) Drawing No. 20-19-25 Rev C, Dated June 2021; Recd On 25/10/2021
- (o) Drawing No. 20-19-26 Rev C, Dated June 2021; Recd On 25/10/2021

- (p) Drawing No. 20-19-27 Rev C, Dated June 2021; Recd On 25/10/2021
- (q) Drawing No. 20-19-28 Rev C, Dated June 2021; Recd On 25/10/2021
- (r) FloodSmart Pro (GeoSmart Information) Report Ref: 72383.02, Dated 2020-10-22, Recd On 26/07/2021
- (s) SuDSmart Pro (GeoSmart Information) Report Ref: 72383R1, Dated 2020-02-21, Recd On 26/07/2021
- (t) Transport Statement by i-Transport ref: MC/GT/ITB17186-001B, Dated 20 October 2021, Recd On 29/10/2021
- (u) Written Scheme of Investigation by TigerGeo Ref. CHS211 Version 1.2, Dated October 2021, Recd On 07/10/2021
- (w) Combined Geotechnical and Ground Contamination Risk Assessment Report by Ashdown Site Investigation Limited Ref: P15288 R14955, Dated 15th September 2021, Recd On 28/09/2021

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

3. New finishes to building works

The external materials to be used on the development hereby approved shall be as set out on Drawing No. 20-19-12 Rev C, Dated June 2021; Recd On 25/10/2021 and no other materials.

REASON To ensure a satisfactory appearance of the development so as to ensure that the proposed development does not prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. New surface treatments

Prior to the commencement of the development hereby approved, the external materials to be used in the construction of the access and circulation roadways, pathways and communal areas within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as to ensure that the proposed development preserves and/or enhances the character and appearance of a conservation area and does not prejudice the visual amenity of the locality in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004.

5. Drainage (SuDS)

No development shall take place until a detailed surface water drainage strategy has been submitted to and approved by the Local Planning Authority, containing the following elements:

- Where infiltration is used for drainage, evidence that a suitable number of infiltration tests have been completed. These need to be across the whole of the site; within different geologies and to a similar depth to the proposed infiltration devices. Tests must be completed according to the BRE 365 method or another recognised method including British Standard BS 5930:2015.
- If not using infiltration for drainage – Existing and proposed run-off rate calculations completed according to a suitable method such as IH124 or FEH. Information is available from UK Sustainable Drainage: Guidance and Tools. Calculations must show that proposed run-off rates do not exceed the existing run-off rates. This must be shown for a one in one year event plus climate change and a one in one hundred year plus climate change.
- If not using infiltration for drainage – Existing and proposed run-off volume calculations completed according to a suitable method such as IH124 or FEH. Calculations must show that, where reasonable practical, run-off volume should not exceed the greenfield run-off volume for the same event. This must be shown for a one in one hundred year, 6 hour rainfall event.
- Evidence that enough storage/attenuation has been provided without increasing the run-off rate or volume. This must be shown for a one in one hundred year plus climate change event.
- Evidence of Urban creep has been considered in the calculation and that a 10% increase in impermeable area has been used in the calculations to account for this.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development.

6. 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.

7. 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.

8. Landscaping

Construction of the building above ground floor level shall not commence on site until details of an arboricultural method statement in conjunction with a detailed bee-friendly landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights, along with

staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, and details of hardsurfaces which shall include compliance with the surface water drainage mitigation as approved under condition 6 of this planning permission.

On substantial completion of the development, the approved scheme of hard landscaping shall have been constructed. The approved scheme of soft landscaping shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policy 8 of the adopted Core Strategy 2006 – 2026.

9. Boundary Treatment

Construction of the building above ground floor level shall not commence on site until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. It shall be retained at all time in the future.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

10. Bins & Recycling facilities

Construction of the building above ground floor level shall not commence until the details of the proposed designated bin collection area (to include siting, design and external materials) are submitted and approved by the Local Planning Authority. The approved facilities shall be completed, together with the bin store hereby approved in the rear residential block, prior to first occupation of the development and retained for this purpose.

REASON To ensure the development has adequate facilities for storage and collection and in the interests of visual amenity of the site in accordance with Policy EN1 of The Local Plan for Slough 2004.

11. Cycle storage facilities

Construction of the building above ground floor level shall not commence until details of the cycle parking provision (including means of access and security, and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

12. Crime Prevention

No development above ground floor slab shall commence until a secure access strategy and secure letter/parcel drop strategy in line with the principles of Secured by Design and in consultation with Thames Valley Police has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved policies) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2021.

13. Boundary wall at the access

No development above ground floor slab shall commence until details of a low boundary wall of maximum height of 600mm shall be submitted to and approved in writing by the local planning authority. The wall indicated on the submitted plans shall be formed prior to the initial occupation of the development hereby permitted and the said boundary wall shall be maintained in its permitted form in perpetuity.

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

14. Archaeological Investigation

The development shall be undertaken in accordance with the approved Written Scheme of Investigation (WSI). The development shall not be occupied until the site investigation and initial post investigation assessment has been completed in accordance with the programme set out in the approved WSI and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: In order to ensure adequate opportunity for the proper investigation and recording of the potential archaeological remains at the site in accordance with the requirements of the National Planning Policy Framework 2021.

15. Visibility

No part of the development shall be occupied until the visibility splays of 2.4 metres x 25 metres shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate inter-visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

16. Layout

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

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

17. Car Parking Provision

Prior to the development hereby approved first being brought into use, 21 no. car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the

parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

18. EV Charging facilities

Prior to the first occupation of each unit, the residential car parking provision for the unit shall be provided, to include a 1 electric vehicle charge point per parking space – and a total of 20 electric vehicle charging points. The residential electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure vehicle parking is provided and encourage 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 2021.

19. Access

Prior to the development hereby approved first being brought into use the new means of access shall be altered in accordance with the approved drawing by i-Transport Drawing No. ITB17186-SK-002-Rev-A, titled '*Proposed Site Access Arrangements*', dated 04/10/2021 and constructed in accordance with Slough Borough Council's Design Guide.

REASON To ensure that adequate access provision is available to serve the development to prevent highway congestion and safety issues and to protect the amenities of the area in accordance with Core Policy 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the requirements of the NPPF 2021.

20. External Site Lighting

No part of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting

units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of safeguarding the amenities of neighbouring properties and to ensure safer access and use of the shared cycle/pedestrian/motor vehicular areas throughout the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN5 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2021.

21. Level Access

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the residential units and the external amenity/balconies and the main lobbies.

Reason: In order to ensure the development provides ease of access for all users, 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 2021.

22. Obscured glazing

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), each of the windows on the flank (side) elevations shall be glazed in obscure glass and shall be non-opening below a height of 1.7 metres measured from the internal finished floor level. The window(s) shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority.

REASON To minimise any potential loss of privacy to adjoining land in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

23. No new windows

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development)(England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in any elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties and to ensure the visual character and appearance of the facades are preserved in accordance with Policies EN1 and H15 of The Adopted Local Plan for Slough 2004 and to ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2021.

INFORMATIVE(S):

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice; so it is in accordance with the National Planning Policy Framework.

2. Highways

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

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

3. Thames Water

Waste Comments

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, 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-your-development/Working-near-or-diverting-our-pipes>.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Comments

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.

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.

There are water mains crossing or close to your development. Thames Water do 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-your-development/Working-near-or-diverting-our-pipes>

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