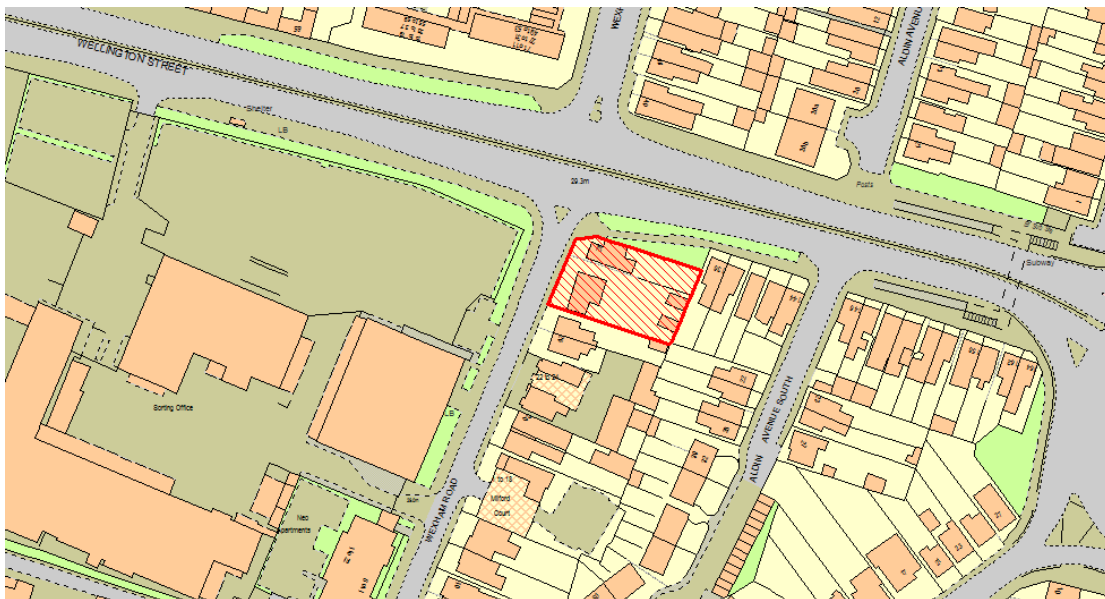


Registration Date:	28-May-2021	Application No:	P/19443/000
Officer:	Michael Scott	Ward:	Central
Applicant:	Wexham Construction Ltd.	Application Type:	Major
		13 Week Date:	20 December 2021
Agent:	GA&A Design, Suite 1, First Floor, Aquasulis, 10-14 Bath Road, Slough, SL1 3SA		
Location:	30-32, Wexham Road, Slough, SL1 1UA		
Proposal:	Demolition of the existing buildings and redevelopment of the site at 30-32 Wexham Road, Slough, SL1 1UA to create 18 new residential units with associated parking and landscaping.		

Recommendation: Delegate to the Planning Manager



P/19443/000

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 for approval subject to: finalising conditions, and any other minor changes.

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:

- Demolition of the existing residential accommodation comprising one family home (no.30) and four self-contained flats in the other property (no. 32).
- Construction of a part four/part three-storey building.
- Provision of 18 self-contained residential units with a mix of 6no. 1-bedroom, 10no. 2-bedroom and 2no. 3-bedroom flats.
- Surface car parking providing 9 spaces (of which one would be designated for accessible use) – 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.
- Redesigned and widened use of the vehicular access to the site from Wexham Road.

3.0 **Application Site**

3.1 The application site lies on the south-eastern corner of Wellington Street and Wexham Road. There are currently two detached residential buildings – no.30: a two-storey double fronted Victorian property

comprises 4 self-contained flats; and, no. 32: a two-storey bay-fronted Victorian property in use as a single-family dwellinghouse. Each has forecourt parking and its own rear garden space.

- 3.2 There are no particular changes in ground levels across the overall application site or between it and the adjacent sites.
- 3.3 To the south, between the site and the High Street are a series of two-storey dwellings, together with a three-storey block of flats at Milford Court and a four-storey block of flats at Neo Apartments.
- 3.4 Opposite to the west across Wexham Road, lies land used by BT for parking, which comprises part of much larger area identified in the Local Plan for future comprehensive residential development as Site SSA16.
- 3.5 To the east lies a series of two-storey domestic properties facing Wellington Street. The western boundary of no 136 abuts the eastern side of the application site.
- 3.6 Wellington Street (A4) is a significant arterial route separating the residential areas to the north from the application site, as such, the character and layout of that area affords little material consideration of these proposals.
- 3.7 Access for proposed development site would be taken from Wexham Road in a similar but redesigned position to that serving no.30.
- 3.8 For completeness, it should be noted: the site adjoins the boundary of the designated Slough Town Centre; does not lie in a conservation area and there are no heritage assets nearby; and, it does not lie in a Flood Zone requiring a Flood Risk Assessment.

4.0 **Relevant Site History**

- 4.1 There is no relevant planning history.

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 – each on lampposts in the immediate location on Wellington Street and Wexham Road and dated 04/06/2021. The application was advertised as a major application affecting the setting of a conservation area in the 09/07/2021 edition of The Slough Express.

6.0 **Consultations**

6.1 **Local Highway Authority:**

Introduction

This document provides Slough Borough Council's Final consultation response regarding Highways and Transport for application P/19443/000 at 30 – 32 Wexham Road. A Transport Statement (TS) has been produced by Patrick Parsons. Further information was submitted on 11th August, 13th September and during October 2021 in response to SBC Highways and Transport.

Application Description

The proposed development is for the: *'Demolition of the existing properties and the erection of 18 apartments with associated car parking and landscaping'*. The residential development will comprise:

- 6 x 1-bedroom units
- 10 x 2-bedroom units
- 2 x 3-bedroom units
- Total of 18 Units.

Vehicular Access

SBC Highways and Transport requested amendments to the proposed scheme as the applicant was unable to demonstrate visibility splays of 2.4 metres x 43 metres in accordance with the Manual for Streets (MfS) requirements for a 30mph speed limit. A set back of 1.8m had been used which did not accord with the minimum setback of 2.4m required by MfS.

In response, the transport agent (Patrick Parsons) has prepared an amended access scheme which is displayed on Drawing No. A20303-02-Rev-P2, titled *'4.6ft Light Van Swept Path'*, dated 1st November 2021. The amended access scheme includes a build out which increases the setback for emerging vehicles to 2.4 metres.

Drawing No. A20303-02-Rev-P2, dated 1st November 2021 now demonstrates visibility splays of 2.4m x 33m to the left and 2.4m x 26m

to the right. A speed survey was completed which recorded an 85th percentile speed of 24.9mph in the northbound direction and 14mph in the southbound direction. The required visibility based on the MfS standards for these speeds would be 2.4m x 16m to the right and 2.4m x 33m to the left. Therefore the visibility splays shown are considered compliant.

At the request of SBC Highways and Transport, the applicant has also confirmed the following details:

- The gates for the proposed development will be automatic and all residents will be provided with a remote control for the gate to keep in their cars. A key pad entry system will also be provided in case residents do not have their remote control. The gates will be set back 6 metres from the road so that cars can pull off the road.
- Collision data for the most recently available 5-year period has been submitted and the recorded accidents do not indicate an existing highway safety problem in the vicinity of the proposed access junction.

SBC Highway and Transport have no objection to the proposed access arrangements.

Access by Sustainable Travel Modes

The site can be considered an accessible location by sustainable travel modes. The nearest bus stops are 130m (2 minutes' walk) from the site on Wellington Street. The site is located approximately 900m (11 minutes' walk) from Slough Railway Station.

The Town Centre is 200m from the proposed development where a range of facilities and shops are available.

Due to the site's accessibility by sustainable travel modes, SBC Highways and Transport are willing to accept the provision of parking spaces below the adopted Slough Parking Standards.

Trip Generation

SBC Highways and Transport do not wish to raise an objection to the proposed development based on trip generation. A trip generation forecast has now been agreed with SBC Highways and Transport. SBC Highways and Transport requested that the trip generation forecast was recalculated based on comparable survey sites from TRICS, which is the national trip generation database.

A Transport Note produced by Patrick Parsons dated 11th August 2021 provides an updated forecast of the site's potential trip generation using TRICS, the National Trip Generation Database which holds trip

survey data. The TS states that the 18 units would generate 6 two-way vehicle trips during the AM Peak Hour (0800 – 0900), including arrivals and departures. 6 two-way vehicle trips are forecast during the PM Peak Hour (1700 – 1800).

SBC Highways and Transport requested that the trip generation forecast was recalculated on the following basis:

- Exclusion of survey sites located in Greater London. 7 of the survey sites included in the calculation of trip generation have a PTAL rating of 6a or 6b which indicates Excellent and Highly Excellent access to public transport, which is far above public transport accessibility in any area of Slough.
- Sites to be selected based on parking ratio of 0.3 – 0.9 spaces per dwelling to ensure trip rates are influenced by parking availability comparable to the proposed ratio of 0.5 spaces per dwelling.

Car Parking

A total of 8 parking spaces are proposed, at a ratio of 0.5 parking spaces per dwelling. One accessible parking space for disabled use is shown on the Proposed Ground Floor Plan (Doc. Number 19061-GAA-ZZ-GF-DR-T-2001).

The adopted parking standards allow for nil parking provision in the highly accessible town centre area. The parking restrictions on Wexham Road make it unlikely that parked vehicles will overspill onto the surrounding roads. Wexham Road is subject to parking restrictions between the A4 Bath Road and the High Street to the south. The eastern side is subject to a single yellow restriction which limits parking between 8am – 9pm, whilst the western side has double yellow parking restrictions and permit controlled parking bays.

SBC Highways and Transport accept the reduced parking ratio given the parking restrictions on the roads surrounding the site and given the close proximity to Slough Railway Station and Slough Town Centre.

Layout

SBC Highways and Transport accept the proposed layout. The applicant has provided swept path analysis demonstrates that a large car measuring 5.1m in length can ingress and egress the end parking spaces and that there is suitable room within the site for a car to turn.

EV Charging

SBC Highways and Transport requested on 1st July 2021 that the applicant provide Electric Vehicle Charging Points (EVCP) on site.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of 1 EV Charger per dwelling where parking spaces are allocated/dedicated to each dwelling. The specification of the EV Chargers should be agreed with the Slough Environmental Quality Team who manage EV Charging in Slough.

Cycle Parking

26 secure and covered cycle parking spaces are proposed in the form of a two-tier bike rack and 5 provided within bike cages. 2 short-stay visitor cycle spaces are now provided in the form of 1 Sheffield Stand, as shown on Drawing No. A20303-02-Rev-P2, dated 1st November 2021.

The Slough Developer's Guide – Part 3: Highways and Transport requires the provision of visitor cycle parking for flatted developments greater than 10 dwellings. The visitor cycle stand should be provided in close proximity to the main entrance lobby for convenience and to enable surveillance of the short-stay cycle rack.

Deliveries, Servicing and Refuse Collection

SBC Highways and Transport requested on 1st July 2021 that the applicant ensure delivery vehicles can wait clear of the public highway and do not wait in close proximity to the junction of the A4 Bath Road / Wexham Road.

Drawing A20303-02-P2, dated 1st November 2021 demonstrates that a 4.6t light van can ingress and egress the site in a forward gear. The applicant has provided a dedicated area for deliveries only which delivery vehicles will be able to turn in.

SBC Highways and Transport have no objection to the development based on deliveries and servicing provision.

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.

[Highways set out conditions covering Access, Gates, Visibility, Layout, EV Parking, and Cycle Parking. 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 WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application. 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. They then 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 Environmental Officer

Air Quality Background

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

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

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM2.5 in Slough (PHE).

SBC adopted the Slough Low Emission Strategy 2018-25 on the 17th September 2018. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: 'Land-Use planning and Development Management' Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

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

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

Air Quality Comments

In line with the Low Emission Strategy Technical Guidance, the development is classified as having a minor air quality impact as the

development consists of six additional parking spaces. However, as the development is within AQMA 4, an air quality assessment (AQA) has been prepared.

The AQA indicates that during the construction phase, there is a medium risk of dust soiling during the demolition phase. All other elements of the construction phase are considered low risk. For impacts to be considered not significant, the mitigation measures outlined in Table 12 of the AQA must be implemented as part of the CEMP.

Operational phase impacts have been predicted for a future 2023 opening year. Due to the low parking provision and predicted AADT from the Transport Assessment, the impact is low. This is accepted.

There was concern that due to the proximity of the development to Wellington Street, there was potential for exposure of future residents to high concentrations of NO₂. However, data taken from passive and continuous sites near the development indicate that air quality at the building façade is acceptable. As with all minor impact developments, the scheme requires the integration of Type 1 measures contained in the LES Planning Guidance, outlined below under Noise Comments.

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As the scheme includes 9 parking spaces (6 additional to existing spaces), 10% must have access to electric charging infrastructure.
- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. It must include details of noise and dust mitigation, inclusive of those highlighted in Table 12 of the AQA.
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report.
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard.
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report

Environmental Noise Comments

The noise survey which has informed the assessment was undertaken during the pandemic (18th – 19th February 2021). The report acknowledges the impact that the pandemic has had on noise levels due to reduced traffic, therefore the noise levels have been cross-referenced with strategic noise mapping software to inform a conservative assessment. It is noted that a lane closure on the roundabout where the A4 intersects the A412 may have also influenced traffic flows which further supports the need to utilise noise mapping data.

The noise survey was conducted in two locations, representative of the north and west façade to measure road traffic noise from Wellington Street (A4) and Wexham Road, respectively. The survey at Monitoring Position 1 (northern façade) considered of a 24 hour monitoring period, and the survey at Monitoring Position 2 (western façade) consisted of a 3 hour period, for the purpose of informing a CRTN shortened measurement calculation.

Results from Monitoring Position 1 indicate a daytime noise level of 64.8dB LAeq16h and a night time noise level of 62.3dB LAeq8h, representative of the northern façade. The CRTN shortened method was utilised to calculate road traffic noise incident on the western façade, resulting in 64.0dB LAeq16h and 59.3dB LAeq8h.

Comparing to the Extriurm noise maps, daytime noise levels are typically higher than the recorded noise levels at this location, with the north-eastern façade experiencing 70.0 – 74.9dB. Therefore, a noise level of 70dB LAeq16h has been used to assess façade insulation for the northeast section of the site. Although this is a higher noise level than the measured value, using the upper range value would support a more conservative approach.

The map presented in the report suggests that the north-western and eastern facades typically experience between 65.0 – 69.9dB, therefore it is not clear why the measured value of 64.0dB had been used to assess the façade insulation for these areas, as this does not support a worst case scenario approach.

The night time noise level on the Extriurm noise maps is between 60.0 – 64.9dB and 55.0-59.9 dB, for the north and south of the site, respectively. The measured values fall within these ranges therefore using the measured values for the night time noise assessment is acceptable.

Regarding LAmax levels, WHO guidelines allow for exceedances of 45dB up to 10-15 times per night. The maximum measured LAmax level at Monitoring Position 1 was 99.6dB and it is agreed that mitigating up to this noise level is unrealistic. The 4th highest noise event of 88.5dB has been chosen to use in the assessment. The graphs presented in the Appendix suggest that the typical LAmax level is <80dB therefore providing insulation to mitigate up to 88.5dB would provide a high level of noise protection.

As no night time monitoring was conducted at Monitoring Position 2, the LAmax levels recorded during the 3 hour daytime period were used for the assessment of night time noise. In this case, the second highest LAmax noise level of 80.7dB was carried forward for the assessment, as the highest noise level was influenced by passing pedestrians. This approach is accepted.

For acceptable internal noise levels to be achieved, the following glazing specifications are recommended in the noise report:

- *Specification 1: Applicable to northern, eastern and western facades*
 - *Bedroom: double glazed unit and secondary glazing with 10mm glass / 20mm void/ 6mm glass/ 150mm void / 4mm glass, able to achieve 52dB Rw.*
 - *Living room: double glazed unit with 10mm glass / 12mm void / 6mm glass, able to achieve 36dB Rw.*
- *Specification 2: Applicable to all other facades*
 - *Bedrooms and living rooms: double glazed unit with 10mm glass / 12mm void / 6mm glass, able to achieve 36dB Rw.*

This glazing arrangement would provide a high level of sound protection for future occupants, however the internal noise levels would only be achievable if windows were closed. To allow future occupants to adequately ventilate their property without compromising compliance with internal noise levels, it is recommended that a ventilation system is implemented. This should be submitted to the LPA for approval and will be secured via condition.

A specific ventilation strategy has not yet been produced for this application. In regards to noise transmission, the noise report recommends a mechanical system or acoustic wall vent such as Greenwoods MA3051 for all facades. However, no comment has been provided on overheating. As mechanical ventilation allows for temperature control, it is recommended that a mechanical ventilation system is installed. If an alternative ventilation system such as acoustic wall venting is used, an overheating assessment must be produced and submitted to the LPA and only installed if risk of overheating is low.

External amenity space is provided on this development in the form of winter gardens overlooking Wellington Street and Wexham Road. As the external noise levels are much higher than the external amenity guideline value of 55dB, balconies would not have been suitable. The report states that rooftop amenity space has been set back to provide 10dB attenuation provided by the structure of the building, although the expected noise level has not been specified. Nevertheless, due to the height of the building and that external amenity space can be used at the occupant's discretion, this is accepted.

Summary:

The noise assessment has been completed in reference to survey results and noise mapping software. Although a worst case approach had not been fully followed in the methodology, the recommended mitigation has been selected with the aim to protect against the LAmax noise levels and therefore would also protect from the upper range LAeq noise levels.

As internal noise levels can only be achieved with windows closed, the submission of a ventilation strategy is required. It is recommended that

a mechanical ventilation system is installed to mitigate against overheating. If an alternative ventilation system is used, an overheating assessment must be submitted to the LPA for approval.

[The suggestions for conditions referred to above are set out at 24.0 below.]

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

T9 – Bus Network and Facilities

OSC15 – Provision of Facilities in new Residential Developments

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 Planning & Noise. New Residential Development. May 2017

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 latest version of the National Planning Policy Framework (NPPF) was published on 20th 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)
- Heritage issues (section 17.0)
- Land contamination (section 18.0)
- Environmental issues (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 The National Planning Policy Framework 2021 encourages the effective and efficient use of land. These proposals involve the replacement of a single house and four flats and the formation of 18 new self-contained units of residential accommodation. As such, the proposals comply with the overall thrust of the NPPF.
- 8.2 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.
- 8.3 Whilst the site is located outside of the Town Centre, its immediate close proximity to the designated area justifies considering that flatted accommodation is more appropriate in this case, and as it replaces four flats existing within the site.
- 8.4 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.
- 8.5 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.

- 8.6 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
- 8.7 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.
- 8.8 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.
- 8.9 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.
- 8.10 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.
- 8.11 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 As described above, the application site lies in that part of Wexham Road between the High Street and Wellington Street. This area is characterised by properties that are either flatted blocks or former dwelling houses converted to flats. As such, these proposals would reflect the character of this area. Furthermore, these proposals are for a three-storey flatted block, as such, the scheme would be not out-of-keeping with the general massing and scale of the area.

- 9.3 The proposals would replace a more domestic set of residential buildings with a contemporary block of flats. The design and use of materials would give the new building a fresh and modern style to enhance an approach to the town centre.
- 9.4 In terms of its form and massing, the proposals would provide an increase in height and a re-orientation of the layout to reflect the position of the site on the southern side of Wellington Street. This is considered a suitable and appropriate response to the linearity of the arterial highway corridor and the increasing scale of the adjacent town centre.
- 9.5 In terms of scale it is considered to be well-mannered addition to the street scene. The tallest element of four-storeys would focus the street corner of Wexham Road and Wellington Street. On the northern elevation, the proposals would reduce to three-storeys at the eastern end where it meets the neighbouring dwelling house at no. 136 Wellington Street. Likewise on the western elevation, the proposals would reduce to three-storeys at the southern end where it meets the neighbouring property at no. 28 Wexham Road.
- 9.6 The proposed elevations show a scheme with vertical alignment featuring bays of window openings and recessed terraces. The applicant has selected a white brick e.g. Vandersanden Lima or similar to reflect the local use of white render and a bronze finished aluminium to the detailing, comprising doors, windows and railings. The finish and palette of materials is considered to be visually uplifting and would enhance the local area.
- 9.7 The application scheme includes an undercroft access from Wexham Road to a courtyard of parking at the heart of the layout.
- 9.8 The site would be laid out with soft and hard landscaping to ensure the scheme would complement the general feel and visual amenities of the locality. There would be the opportunity to include a couple of specimen trees to replace one that would be lost and add to retained trees along Wellington Street. Such proposals pursuant to a detailed landscaping condition would ensure screening and a contribution to the visual amenities of the area.
- 9.9 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 part-three/part-four storey block with the higher elements at the corner and the lower wings adjacent to the existing properties beyond on Wellington Street and Wexham Road. The footprint of the proposed development forms an L-shape with the south eastern part of the site laid out for parking.

10.3 As the proposals would be a storey higher and the internal arrangement would be new, consideration must be made of the 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 The adjacent residential properties at no. 28 Wexham Road and no. 136 Wellington Street, each have a blank flank wall facing the application site. There are rear additions to each of these properties with small openings that appear to serve non-habitable rooms.

10.5 The massing of the proposed scheme in relation to the orientation and siting of the adjacent properties and those openings has been assessed in terms of daylight/sunlighting and potential overlooking. It is considered there would be no significant impact on the amenities of occupiers at these neighbouring properties.

10.6 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/2persons = 6

2bed/3persons = 6

2bed/4persons = 4

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 – Nationally Described Space Standards 2015 (as amended).

12.3 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.

12.4 The proposed building would have a communal entrance on the southern courtyard side. One ground floor unit has an independent access, which can be approached both from the car parking courtyard and from Wellington Street. The block would be provided with a lift. It is recommended that the entrance provides level access at the threshold of the block. Accordingly, a condition is set out below.

12.5 Each of the three ground floor units would have a private garden. Whilst the upper units would have some form of amenity space either in the form of a roof terrace or a balcony. The terraces would be enclosed with glazing.

12.6 Further to the advice of the Council's Environmental Quality Officer, the proposed accommodation would be provided with an appropriate specification of glazing and a ventilation system to mitigate the potential for traffic noise at this location. The EQ officer has confirmed that with the enclosure of the terraces and balconies these would could be satisfactorily used in these circumstances.

12.6 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 H11of 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 access 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 lies immediately adjoining the Town Centre and benefits from a high 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 There is an existing vehicular access from Wexham Road. This arrangement would persist with a modified details to ensure safety and visibility that is acceptable to the Highway Authority.
- 14.4 The proposed scheme would provide 9 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 at 24.0 below.
- 14.5 The Highway Authority is satisfied by the proposed arrangement, quantum and layout of the parking in terms of circulation and manoeuvrability and as the site lies immediately adjacent to the Town Centre, 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 is required by a condition at 24.0 below.
- 14.7 The proposals include an enclosed bin and recycling facility, which is close to the highway. A condition to cover this is set out at 24.0 below.
- 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 According to the EA flood maps, the site is located in Flood Zone 1. It is at low risk of tidal, fluvial, groundwater flooding, surface water flooding and flooding from artificial sources. As the site is located in Flood Zone 1, the proposals do not require a Flood Risk Assessment.
- 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 has been forwarded to the Council's consultants, Hampshire CC, who acts as the Local Lead Flood Authority. A condition is set out below at 24.0 to ensure the scheme meets with appropriate standards.

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 two new trees would 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, as well as, the measures to protect the health of the existing trees adjacent to the site, shall be subject to further consideration pursuant to conditions, as set out at 24.0 below.

17.0 **Heritage Issues**

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

18.0 **Land Contamination**

- 18.1 Further to the review of Council records, the issue is not of particular concern in respect of the redevelopment of this site. Therefore, no further investigation is required and a suitable "watching brief" condition is set out below.

19.0 **Environmental issues**

- 19.1 The application site is situated within an Air Quality Management Area (AQMA). As is fully set out above at 6.4, the Council's Environmental Quality officer has concluded that there would be a minor risk of dust from demolition but a low risk to air quality during the construction phase. This can be controlled by a Construction Environmental Management Plan. Accordingly, a condition is set out below at 24.0.
- 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. The Low Emission Strategy does not form part of the Local Development Plan, the presumption in favour of sustainable development within the National Planning Policy Framework applies. Here it is considered that the any potential harm from the proposals would not result in any harmful impacts that would significantly and demonstrably outweigh the benefits of the scheme, when assessed against the Policies in National Planning Policy Framework taken as a whole.
- 19.3 As is fully set out in 6.4 above, the Council's Environmental Quality officer has examined the proposals and concluded that the scheme is capable of being completed to a level that ensures future occupants would be able to satisfactorily occupy the accommodation. This conclusion is subject to a controls on glazing specification and the use of a ventilation scheme. Their suggested condition to cover these matters is included at 24.0 below.

20.0 **s.106 Contributions**

- 20.1 The proposals entail the introduction of 18 new residential units in place of the five existing units of accommodation (resulting in a net increase of 13 residential units). As such, the scheme does not trigger either affordable housing, open space/leisure or an educational contribution under the Council's policies.

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 eighteen residential units in a sustainable location; so it is suggested that planning permission should be granted in this case. The benefits of supplying thirteen extra units in a tilted assessment has been shown to significantly and demonstrably outweigh any 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 for approval subject to: finalising conditions, and any other minor changes.

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 unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. 19061-GAA-ZZ-00-DR-T-0101 Rev. P02; Dated 27/04/21; Recd On 28/05/2021
- (b) Drawing No. 19061-GAA-ZZ-00-DR-T-0102 Rev. P06; Dated 20/08/21; Recd On 20/08/2021
- (c) Drawing No. 19061-GAA-ZZ-GF-DR-T-2001 Rev. P07; Dated 20/08/21; Recd On 20/08/2021
- (d) Drawing No. 19061-GAA-ZZ-01-DR-T-2002 Rev. P06; Dated 20/08/21; Recd On 20/08/2021
- (e) Drawing No. 19061-GAA-ZZ-02-DR-T-2003 Rev. P05; Dated 14/05/21; Recd On 28/05/2021
- (f) Drawing No. 19061-GAA-ZZ-03-DR-T-2004 Rev. P05; Dated 14/05/21; Recd On 28/05/2021
- (g) Drawing No. 19061-GAA-ZZ-RF-DR-T-2005 Rev. P06; Dated 20/08/21; Recd On 20/08/2021
- (h) Drawing No. 19061-GAA-ZZ-XX-DR-T-2101 Rev. P06; Dated 20/08/21; Recd On 20/08/2021
- (i) Drawing No. 19061-GAA-ZZ-XX-DR-T-2102 Rev. P07; Dated 20/08/21; Recd On 20/08/2021
- (j) Drawing No. 19061-GAA-ZZ-XX-DR-T-2103 Rev. P05; Dated 20/08/21; Recd On 20/08/2021
- (k) Drawing No. 19061-GAA-ZZ-XX-DR-T-2201 Rev. P06; Dated 20/08/21; Recd On 20/08/2021
- (l) Drawing No. 19061-GAA-ZZ-XX-DR-T-2301 Rev. P06; Dated 20/08/21; Recd On 20/08/2021

- (m) Design & Access Statement by GAA ref no. 19061-GAA-XX-XX-DA-T-0001 Rev. P04; Dated 7th May 2021; Recd On 20/08/2021
- (n) Daylight & Sunlight Report by Jonathan Nash LLB (Hons) ref no. 1764/JN; Dated 24th February 2021; Recd On 28/05/2021
- (o) Drainage Strategy by Patrick Parsons Limited ref: no. A20303; Dated April 2021; Recd On 28/05/2021
- (p) Surface Water Drainage Pro-forma completed by Patrick Parsons Limited; Dated 27/04/21; Recd On 28/05/2021
- (q) Phase 1 Site Appraisal by Patrick Parsons Limited ref: no. A20303/DTS/Rev0; Dated April 2021; Recd On 28/05/2021
- (r) Transport Statement by Patrick Parsons Limited ref: no. A20303 v1.0; Dated February 2021; Recd On 28/05/2021
- (s) Environmental Noise Impact Report by Sound Testing ref. no. 14420 version 3; Dated 20/05/21; Recd On 28/05/2021
- (t) Arboricultural Impact Assessment by Hallwood Associates ref. no. HWA10594_APIII Version 1.0; Dated 14/04/2021; Recd On 28/05/2021
- (u) Unnumbered Habitat Regulations Assessment by The Ecology Partnership; Dated May 2021; Recd On 28/05/2021

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

Prior to the commencement of development, samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of the external envelope of 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 amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. 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 reasonably 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.
- Maintenance regimes of the entire surface water drainage system including individual SuDs features, including a plan illustrating organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. 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 40% climate change event.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that exceedance flows and run-off in excess of design criteria have been considered – calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

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.

5. Construction Environmental Management Plan (CEMP)

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia

- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations

The development shall be carried out in accordance with the approved scheme or otherwise, as agreed by the Local Planning Authority.

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021).

6. Tree Protection Measures

Prior to the commencement of the development hereby approved, measures to protect the trees on adjacent sites where canopies overhang the site during the construction of the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and thereafter provided and maintained during the period of construction works.

REASON To ensure the satisfactory retention of trees to be maintained as an amenity for the local area.

7. Sound attenuation and ventilation

Prior to commencement of development, full details of the glazing specification in accordance with the recommendations outlined in the Sound Testing Limited Environmental Noise Impact Report 14420 Version 3 must be submitted to and approved in writing by the Local Planning Authority.

Prior to commencement of development, a ventilation strategy, including detail of proposed plant and location of inlet and outlets, must be submitted to and approved in writing by the Local Planning Authority. Should a mechanical ventilation system not be installed, a full overheating assessment must also be provided.

The development shall be carried out in full accordance with the approved details prior to first occupation and shall be retained as such at all times in the future.

REASON: In the interest of mitigating noise from road traffic to provide acceptable living conditions of future residents, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008, and the requirements of the National Planning Policy Framework 2021.

8. Contamination Watching Brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development.

In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such work undertaken has been submitted to and approved in writing by the Local Planning Authority.

None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

REASON: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use.

9. New surface treatments

Construction of the building above ground floor level shall not commence on site until 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

10. 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.

11. 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).

12. Bins & Recycling facilities

The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future.

REASON To ensure that there is adequate storage facilities available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2021.

13. Crime Prevention

No part of the development shall be occupied 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 polices) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2021.

14. Access

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

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

15. Visibility

No other part of the development shall be occupied until the visibility splays 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 intervisibility 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, manoeuvring and the loading and unloading of vehicles shown 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, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

17. Car Parking Provision

The parking spaces and turning areas shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles on a communal basis.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect 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, Policy T2 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2021.

18. EV Charging facilities

Prior to the first occupation of each unit, the car parking provision for the development shall be provided, to include facilities to enable each car parking bay to access an electric vehicle charge point. 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. Cycles storage

Prior to the first occupation of the development hereby permitted details of the cycle parking provision (including the security measures of the facilities and cycle stand details) shall be submitted to for approval by the Local Planning Authority. The cycle parking shall be provided in accordance with these details and shall be retained for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 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. Gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority

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

22. 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.

23. No Parking permits

No occupier of the residential units with the exception of disabled persons that are registered blue badge holders, shall be entitled to a car parking permit or retain such a permit for any Controlled Parking Zone (CPZ) in the Borough. If such a permit is issued to a resident of the development, it shall be surrendered to the Council within seven days of receipt.

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the level of on-street car parking stress in the area, 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).

24. 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 polices), 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 licence must be sought from the Highway Authority.

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

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 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. Ventilation Strategy

Should mechanical ventilation be utilised, the system is to be designed by a suitably qualified engineer or M&E consultant. The system shall be designed so the sound levels from any external plant or inlet/outlets do not exceed the background noise level at any noise receptor. This may require further assessment once the type and location of system has been specified.

4. Boundary Treatment

The applicant is advised to consider the siting and form of boundary treatment in their submission of details under Condition 11 above to ensure adequate measures to ensure the safety and security of the ground floor accommodation facing Wellington Street.

5. Thames Water

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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 Policy SI 13 Sustainable drainage of the London Plan 2021. 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>.

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>.

The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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.

Water Comments

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.

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.

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.