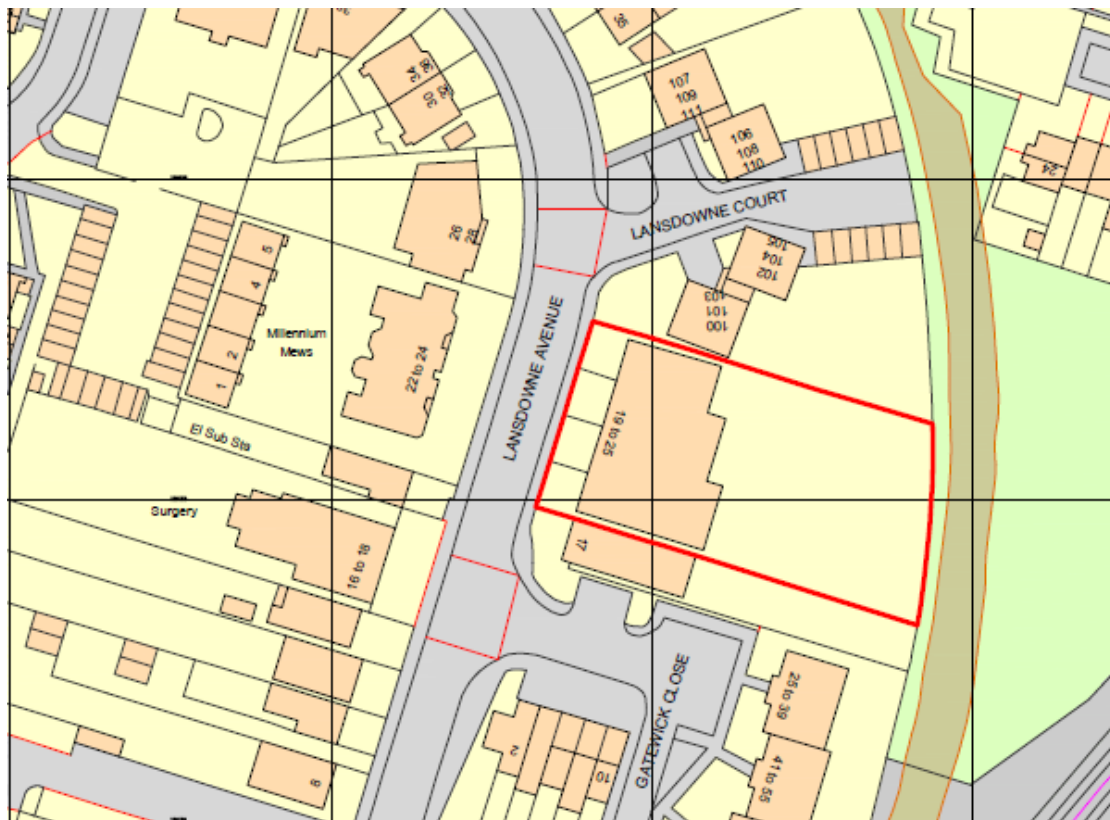


Registration Date:	17-Aug-2022	Application No:	P/01158/037
Officer:	Michael Scott	Ward:	Elliman
Applicant:	SWASTIK HOLDINGS LIMITED	Application Type:	Major
		13 Week Date:	16 November 2022
Agent:	GA&A Design 10-14, Bath Road, Slough, SL1 3SA		
Location:	19-25, Lansdowne Avenue, Slough, SL1 3SG		
Proposal:	Construction of two buildings containing 33 no. residential dwellings together with associated, car parking, landscaping and amenity space.		

Recommendation: Delegate to Planning Manager for approval



P/01158/037

1.0 SUMMARY OF RECOMMENDATION

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, 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 each of the matters set out in paragraph 20.1 in this report, finalising conditions, and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 30th June 2023, unless otherwise agreed by the Planning Manager in consultation with the chair of the Planning Committee.

1.2 Under the current constitution, 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 – one of three storeys with further accommodation at roof level fronting Lansdowne Avenue and the other to the rear of part three/part four storeys with further accommodation at roof level.
- Comprising the provision of 33 self-contained residential units – including five units of affordable housing (comprising 2no. 2-bed and 3no. 3-bed)
- The mix entails 12no. 1-bedroom; 18no. 2-bedroom; and, 3no. 3-bedroom flats
- Surface car parking providing 23 spaces – six of which would be in an undercroft of the frontage block.
- Of these 23 bays, 2no. would be dedicated as Blue Badge holders and 5no. would be provided with electric vehicle charging points (EVCP), whilst a further 5no. would have infrastructure for adaption to cater for electric vehicles
- The provision of cycle parking facilities for future residents and visitors.

- Secure bin and recycling storage facilities.
- Formation of a gated vehicular access to the site from Lansdowne Avenue.

3.0 Application Site

- 3.1 The application site has now been cleared, but the former dwellings at the site were previously used as a guest house. These were mainly two-storeys in height, and it is understood that they had some accommodation in the roof. Various extensions and outbuildings were added through the lifetime of the now demolished buildings. Since their demolition a builders hut and mounds of rubble have been located at the site.
- 3.2 The site is in an area of a mixed residential character, close to but less than 50m outside the Town Centre boundary. Housing types include a mix of detached and semi-detached dwellings, ranging in age from late Victorian or very early twentieth century and through the interwar period to the 1960s, with a range of flats that appear to date from the 1960s and '70s.
- 3.3 To the south on the site boundary, lies the Bharani Medical Centre at 17 Lansdowne Avenue, which is accommodated within an attractive, gable-fronted, bay-windowed, Victorian property on a relatively narrow plot. Car parking to the rear of the Medical Centre is accessed off Gatewick Close, a cul-de-sac on its southern side.
- 3.4 To the north of the site are Gatewick Close and Lansdowne Court, each of which are flatted developments. Those at Gatewick Close are three storeys high adjacent to the street frontage and four storeys to the east. While the buildings at Lansdowne Court are three storeys in height.
- 3.5 To the immediate rear of the site is a section of disused former railway line that linked the Windsor line with the west-bound GWR mainline. Stranraer Gardens is also located close by, to the north-east and adjacent to the main railway line, but is screened from direct views to and from the site by trees growing on the former railway land. This redundant railway land forms site no. SSA12 in the Council's Site Allocations Development Plan Document, where it is identified as a Non-statutory Informal Nature Reserve. The operational Slough-Windsor branch railway line is beyond this reserve, at a distance varying from 40m to 60m from the applications site's rear boundary measured perpendicular to the rear of Block 2.
- 3.6 Salt Hill Park is located 200m west of the application site, and can be accessed via a pedestrian crossing at the western end of Lansdowne Avenue where it joins Stoke Pages Lane.

- 3.7 For completeness, it should be noted: the site lies in Flood Zone 1 (where no Flood Risk Assessment is required); the site is not in a Conservation Area; there are no heritage assets close by; and, there are no trees under a Tree Preservation Order in close proximity.

4.0 Relevant Site History

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

- 4.2 P/01158/018 Demolition of existing buildings and erection of twenty three bedroom replacement hotel and 22 retirement flats at the rear (outline). REFUSED - 13 December 2006.

P/01158/019 Demolition of existing buildings and erection of 15 x no.2 bed retirement flats, 5 x no.1 bed retirement flats, 1 x no.3 bed retirement flats and hotel with office accommodation (outline). APPROVED - 26 September 2007.

P/01158/020 Demolition and erection of 3.5-storey 24-bed Hotel and part 4/part 5-storey block of flats for 21 units. APPROVED - 22 October 2008.

P/01158/023 Demolition of existing building and erection of two buildings containing 24 no. residential dwellings together with associated access, car parking, landscaping and amenity space. APPROVED - 19 February 2019.

P/01158/033 Construction of 2no. buildings containing 33 no residential dwellings together with associated, car parking, landscaping and amenity space. REFUSED - 28 July 2022 - for the following reasons:

- (1) The application has not provided, by way of a Section 106 agreement, for on-site affordable housing and for off-site infrastructure made necessary by the development including funding for education, transport, recreation, public realm, the mitigation of impacts on Burnham Beeches Special Area of Conservation, and any off-site affordable housing. As such, the application is contrary to Policies 4, 9 and 10 of the Slough Local Development Framework Core Strategy 2006 - 2026, Slough Borough Council's Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106) and advice in the National Planning Policy Framework 2021.

(2) While significant work has been carried out on detailed issues that remained outstanding when the application was considered by the Council's Planning Committee, some detailed aspects of external design and layout remain to be resolved. As such and on the basis of the drawings considered by the Planning Committee, the proposal is not in full accordance with Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006 – 2026, saved policies EN1 and EN3 of the Slough Local Plan 2004 and paragraphs 126 and 130 - 134 of the National Planning Policy Framework 2021.

4.3 The Planning Committee at its meeting on 28th July 2021 resolved to approve the scheme under P/01158/033 subject to the details and the s.106 Agreement being sorted before the deadline in that resolution. As such, the refusal was issued.

4.4 The current application is a re-submission of the scheme refused under P/01158/033 with a commitment to address the Reason for Refusal no. 1 above and amendments to the details of the design in order to seek to overcome Reason for Refusal no. 2 above.

4.5 The resolution to approve P/01158/033 represents a significant material consideration in the determination of these current proposals, as will be reference throughout in the Assessment that follows.

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, two site notices were displayed – one immediately outside on the site frontage and the other in Gratewick Close - on 07/09/2022.

5.2 The application was advertised as a major application in the Slough Express published on 23rd September 2022.

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

6.0 Consultations

6.1 Highways and Transport

[NOTE: the fresh comments below reflect those previously considered under P/01158/033.]

Introduction

This document provides Slough Borough Council's final consultation response regarding Highways and Transport for application P/01158/037 at 19-25 Lansdowne Avenue.

Application Description

Planning permission is sought for the construction of 2 buildings containing 33 residential units together with associated car parking, landscaping and amenity space. The proposals are for 33 dwellings with 12 x 1-bedroom dwellings, 18 x 2-bedroom dwellings and 3x 3-bedroom dwellings. Planning permission (Ref: P/01158/023) for 24 dwellings was previously granted on 13th April 2017.

Vehicular Access

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

SBC Highways and Transport have no objection to the proposed access.

Access by Sustainable Travel Modes

SBC require a contribution of £20,000 towards the A4 Bath Road Cycle Route which is route 1A (A4 east/west spine) within Slough's Local Cycling and Walking Infrastructure Plan (LCWIP). This contribution would amount to £588 per dwelling. The A4 East/West spine will form the primary east/west cycle route across the entire Borough and will provide linkages towards the town centre, rail stations and large employment areas.

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

The site is situated approximately 700m (9 minutes walk) from the western entrance to Slough High Street, 800m (10 minutes walk) from Slough Bus Station and 900m (12 minutes walk) from Slough Railway Station. The area surrounding the site was rated '2' for Public Transport Accessibility Level (PTAL) in a 2018 study of Public Transport Accessibility in Slough.

The nearest bus stops are the Salt Hill Park Stops 400m from the site which are served by numerous bus services including the X74, Number 4, 103 Chiltern Hundreds and Number 83. These services connect the site to Slough Town Centre, Heathrow, Cippenham, Maidenhead, High Wycombe and Hedgerley.

The Chartered Institute of Highways and Transportation also advises that: *'Walking neighbourhoods typically characterised as having a range of facilities within 10 minutes' walking distance (Around 800 metres)* and that people will walk up to 800 metres to access a railway station, reflecting its greater perceived quality and the importance of rail services.

For Bus Stops, a walking distance of 400 metres (and 200m within town centres) is deemed a reasonable walking distance by the Chartered Institute of Highways and Transport (CIHT) within their document: *'Planning for Walking and Cycling, 2015'*.

Car Parking

SBC Highways and Transport have no objection to the application due to the parking provision for the proposed development.

23 car parking spaces are proposed for the 33 proposed dwellings equate to a ratio of 0.69 parking spaces per dwelling, with an additional 2 accessible parking spaces.

The Slough Borough Council Parking Standards (2008) require the provision of 57 parking spaces, based on the standard for the Rest of Town Centre Area, where all spaces are assigned.

Therefore, the proposed 23 parking spaces would represent a shortfall of 34 parking spaces, if the parking standard for the 'Rest of Town Centre' area is applied.

Given the sustainable location of the site on the fringe of the town centre, there is propensity for residents of the proposed development to live without owning a car.

Core Policy 7 of the Slough Core Strategy (2006-2026) *'Maximum restraint will be applied to parking for residential schemes in the town centre. In the rest of the Borough, the level of parking within residential development will be appropriate to both its location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents'*.

SBC Highways and Transport consider the proposed parking ratio of 0.69 spaces per dwelling acceptable, if supported by a contribution towards Slough's sustainable transport projects. A ratio of 0.78 spaces

per dwelling was previously consented on this site.

Trip Generation

No assessment of the site's vehicular trip generation has been submitted by the applicant. A Transport Statement submitted in 2017 in support of the consented development forecast that 24 dwellings and 26 parking spaces would generate 9 two-way vehicle trips during the AM Peak Hour and 10 two-way vehicle trips during the PM Peak Hour and 91 two-way vehicle trips over a 12-hour day (0700 – 1900).

The proposed development offers 23 parking spaces compared to the 26 proposed for the previously consented scheme and therefore SBC Highways and Transport are not concerned that trip generation would exceed the number of trips for the previously consented development.

EV Charging

As the request of SBC, the applicant has committed to provide five active Electric Vehicle Charging Points (EVCP) and five parking spaces with passive provision, which allow the spaces to be fitted with EV Chargers in future, should demand require this.

21% of the 23 car parking spaces will have active EV Chargers and 21% will have passive EV Chargers. This exceeds the level of provision required by the Slough Low Emissions Strategy.

The Slough Low Emissions Strategy (2018 – 2025) requires 10% of spaces to have EV Charging Points where the parking spaces are unallocated. The National Planning Policy Framework requires that applications for development: *'Should be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'*.

Therefore SBC have no objection to the proposed development due to Electric Vehicle Charging Provision.

Cycle Parking

The proposed site plan displays cycle stores containing 19 Sheffield Stands, providing cycle parking for 36 cycles.

At the request of SBC Highways and Transport, the applicant has amended the proposed site plan to display two Sheffield stands for Short-stay visitor cycle parking. Short-stay visitor cycle parking is required for blocks of flats with 10 flats or more by the Slough Developer's Guide – Part 3: Highways and Transport (2008).

Therefore SBC Highways and Transport have no objection to the proposed development on the basis of cycle parking.

Deliveries and Servicing

A bin store is displayed on the proposed site plan which is within the maximum drag distance of 10 metres for Bulk Bins specified by Slough's Guidance for Refuse and Recycling Storage for New Residential Dwellings.

No swept paths have been provided by the applicant which demonstrate that a delivery van could turn within the proposed site layout. However, the car parking area does not differ from the previously consented layout and the car park benefits from a 6.0m wide aisle width which would allow most vans to turn within the proposed car parking area.

Summary and Conclusions

I confirm that I have no objection to this application from a transport and highway perspective. I recommend the inclusion of conditions [relating to access, visibility, parking, CTMP, EV charging, cycles, bins and informatives as set out in 24.0 below.]

6.2 Lead Local Flood Authority

We would advise that there is sufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.

We consider that if the following planning conditions [as set out in full at 24.0 below] are included, the impacts of surface water drainage will have been adequately addressed at this stage. Without these conditions, the proposed development on this site may pose an unacceptable risk of flooding.

6.3 Environmental Quality Officer

[NOTE: The EQ Officer has indicated that the comments below which were those previously considered under P/01158/033 remain appropriate.]

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

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

Mitigation Requirements

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



Environmental Noise Comments

A noise and vibration assessment has been prepared by KP Acoustics. The monitoring locations shown in Figure 13675.SP1 are in the vicinity

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

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

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

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

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

Summary

In summary, the glazing and ventilation proposed is adequate to protect future occupants from noise. However, the data must be verified using more recent existing data from nearby developments before the LPA can confirm this.

Accordingly, the applicant will be required to submit full details of the glazing and ventilation proposed as part of the development, which must be approved by the LPA in writing. [NOTE: an appropriate condition is set out at 24.0 below.]

6.4 Scientific Officer - Contaminated Land

I have reviewed the Desk Study, Preliminary Site Investigation & Risk Assessment Report (Project ID JT0341), dated 10th November 2020, and prepared by Southern Testing Laboratories Ltd. No significant

sources of contamination were encountered during the preliminary site investigation. However, at the time this was carried out the old building was still present on site. It is understood that this is now gone, and the footprint is available for further investigation and assessment. Thus, this should be carried out first before development can progress.

[NOTE: These comments which were those previously considered under P/01158/033 remain appropriate.]

6.5 Tree Officer

Requires the submission of detailed drawings indicating the locations of Root Protection Areas (RPA) required to protect the neighbouring trees.

[Suggests a condition as set out in 24.0 below]

The submitted Arboricultural reports state that the tree survey took place on 18th July 2016; in view of the time span there may have been changes in relationship to the neighbouring trees both household and railway embankment since that time.

Landscape scheme

Attention is drawn to the aims of a landscaping scheme in P/01157/037, details are required [suggests a condition as set out in 24.0 below]

Quote:-"There are a number of poor specimen plants on site (of no particular significance) which will be removed".

Part of the landscaping scheme requirements are to illustrate a tree re-planting design.

[Suggestion for a condition as set out in 24.0 below]

6.6 Berkshire Archaeology

There are potential archaeological implications associated with the proposed scheme. The site lies within a local landscape where there has been little opportunity to assess the area for archaeological potential but, ahead of development in 2019, significant medieval and prehistoric archaeology was discovered at the former Horlicks factory site, just c.200m. north of the proposed development area.

The proposed development will significantly impact the whole site, including the rear gardens of the existing structures which have not been previously impacted by development.

As shown, the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development. It is therefore recommended that the condition [set out at 24.0 below] is applied

should permission be granted in order to mitigate the impacts of development. This is in accordance with Paragraph 205 of the NPPF (2021) which states that local planning authorities should *'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'*.

In view of the nature and scale of the development and the low likelihood of the potential archaeology, should it exist, meriting preservation in situ, field evaluation through trial trenching would represent an appropriate initial phase of work in order to determine the archaeological potential and levels of previous truncation and the need for any further phases of work.

Berkshire Archaeology would be pleased to discuss the approach with the applicant, or their archaeological consultant should permission be granted. If the applicant can demonstrate previous widespread impact on below ground deposits which specifically affects the archaeological potential, then this advice can be reviewed.

6.7 Natural England

Objection - further information required to determine impacts on designated sites - development within 5.6 kilometres of Burnham Beeches Special Area of Conservation (SAC).

Between 500 metres to 5.6km from Burnham Beeches SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity.

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. Our advice is outlined below.

Please re-consult Natural England once this information has been obtained.

When there is sufficient scientific uncertainty about the likely effects of the planning application under consideration, the precautionary principle is applied to fully protect the qualifying features of the European Site designated under the Habitats Directive.

Due to new evidence on the impacts of recreational and urban growth at Burnham Beeches SAC carried out by Footprint Ecology in 2019, Natural England recognises that new housing within 5.6km of the internationally designated Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.

The 5.6km zone proposed within the evidence base carried out by Footprint Ecology represents the core area around the SAC where increases in the number of residential properties will require Habitats Regulations Assessment. Mitigation measures will be necessary to rule out adverse effects on the integrity of the SAC from the cumulative impacts of development.

Impacts to the SAC as a result of increasing recreation pressure are varied and have long been a concern. These impacts, which have the potential to adversely affect its interest features, include:

- Contamination (e.g. dog fouling, litter, spread of plant pathogens);
- Increased fire risk;
- Trampling/wear (e.g. loss of vegetation, soil compaction, erosion, damage to trees from climbing);
- Harvesting (e.g. fungi, wood);
- Difficulties in managing the site (e.g. maintaining the grazing regime);
- Disturbance (e.g. affecting the distribution of livestock and deer).

In light of the new evidence relating to the recreation impact zone of influence, planning authorities must apply the requirements of Regulation 61 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, to housing development within 5.6km of the SAC boundary. The authority must decide whether a particular proposal, alone or in combination with other plans or projects, would be likely to have a significant effect on the SAC.

In March 2020 Buckinghamshire Council (formally Chiltern and South Bucks Councils) produced the now adopted Avoidance and Mitigation Strategy Supplementary Planning Document (SPD) for Burnham Beeches. The SPD requires net dwellings within 5.6km of Burnham Beeches to make financial contributions towards the Strategic Access Management and Monitoring strategy (SAMM).

Development in accordance with the Adopted Avoidance and Mitigation Strategy SPD would not be likely to have a significant effect on the SAC because they will provide, or make an appropriate contribution to, acceptable avoidance and mitigation measures. The planning authority can grant planning permission to such developments in accordance with the Regulations.

A mitigation strategy or equivalent will be required for Slough to avoid adverse impacts at the SAC. We advise the strategy should build upon the plans for creation and enhancement of habitats and facilities at Upton Court Park, providing an alternative open space of Suitable Alternative Natural Greenspace (SANG) quality that will draw visitors reducing the recreational impact upon the Beeches.

However, development proposals which are not in accordance with the

above would be likely to have a significant effect on the SAC, either alone or in combination with other plans and projects. In accordance with Regulation 61, before granting planning permission for such a proposal, the planning authority must undertake an appropriate assessment of the implications of the development on the SAC, in light of the site's conservation objectives. The conservation objectives are to maintain and, where not in favourable condition, to restore, the Atlantic acidophilous beech forest habitat.

Consequently, it is Natural England's view that the planning authority will not be able to ascertain that this proposed development as it is currently submitted would not adversely affect the integrity of the SAC. In combination with other plans and projects, the development would be likely to contribute to a deterioration of the quality of the habitat by reason of increased access to the site including access for general recreation and dog-walking. There being alternative solutions to the proposal and there being no imperative reasons of overriding public interest to allow the proposal, despite a negative assessment, the proposal will not pass the tests of Regulation 62.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice.

6.8 Thames Water

Waste Comments

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

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

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the informative [as set out in 24.0 below] be attached to this planning permission.

Supplementary Comments

Thames Water has identified that, the proposed development is located

within Source Protection Zone 2 of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water has not been able to contact the developer in the time available and as such Thames Water request that the condition [as set out in 24.0 below] be added to any planning permission.

More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework 2021 and National Planning Practice 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 15: Conserving and enhancing the natural environment

7.2 The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document (adopted December 2008)

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough

Core Policy 3 – Housing Distribution

Core Policy 4 - Type of housing

Core Policy 7 - Transport

Core Policy 8 - Sustainability and the Environment

Core Policy 9 - Natural and Built Environment

Core Policy 10 - Infrastructure

Core Policy 11 - Social Cohesiveness

Core Policy 12 - Community safety

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

H11 - Change of Use to Residential
H13 – Backland/Infill Development Policy
H14 - Amenity space
EN1 - Standard of Design
EN3 - Landscaping
EN5 - Design and Crime Prevention
OSC15 - New facilities in Residential Developments
T2 - Parking Restraint
T8 - Cycling Network and Facilities
T9 - Bus Network and Facilities

7.4 Slough Local Development Framework Site Allocations DPD (2010)

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

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

The site policy goes on to say that:

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

7.5 Other Relevant Documents/Guidance

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

7.6 The Emerging Local Plan for Slough

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

However, it is noted that the emerging local plan is at an early stage of development and as such can be given little weight in planning decisions.

7.7 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.

7.8 Habitats Regulations Assessment of Projects, Natura 2000 and

European Sites

Natura 2000 is the cornerstone of European nature conservation policy; it is an EU-wide network of Special Protection Areas (SPA) classified under the 1979 Birds Directive and Special Areas of Conservation (SAC) designated under the 1992 Habitats Directive.

Since 31st December 2020, the UK requirements for Habitat Regulations Assessments is set out in the Conservation of Habitats and Species Regulations 2017 (as amended by the Conservation of Habitats and Species Amendment (EU Exit) Regulations 2019). Together, the National Site Network of the UK comprises over 25,500 sites and safeguards the most valuable and threatened habitats and species across Europe and the UK; it represents the largest, coordinated network of protected areas in the world.

HRA employs the precautionary principle and Reg 102 ensures that where a project is 'likely to have a significant effect' (LSE), it can only be approved if it can be ascertained that it 'will not adversely affect the integrity of the European site'. Burnham Beeches is designated a SAC under this Directive which is located to the north of Slough.

The development 'project' has been screened (as part of the Habitat Regulations Assessment) and it has been identified that LSE cannot be ruled out at this stage. An Appropriate Assessment is therefore required to determine whether mitigation measures are required to ensure the project will not adversely affect the integrity of the European Site (Burnham Beeches SAC).

7.9 Buckinghamshire SPD Burnham Beeches Special Area of Conservation

Buckinghamshire Council adopted (in November 2020) a Supplementary Planning Document (Burnham Beeches Special Area of Conservation – strategic Access Management and Monitoring Strategy) which requires developers to make a financial contribution per dwelling for mitigation irrespective of dwelling type or size in a zone between 0.5km and 5.6km from Burnham Beeches. The threshold, in terms of the size of development, when a contribution will apply is understood to be for schemes of 100 net additional homes.

7.10 Equality Act

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

following sections.

7.11 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)
- Safe environment and accessibility (section 13.0)
- Highways, sustainable transport and parking (section 14.0)
- Flood risk & surface water drainage (section 15.0)
- Trees & Landscaping (section 16.0)
- Archaeology/Heritage and Ecological/Burnham Beeches issues (section 17.0)
- Land contamination (section 18.0)
- Environmental Quality & Sustainable design and construction (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 Given the resolution to grant planning permission under P/01158/033 in July 2021 is a material consideration, it is acknowledged that the principle of developing the site with a flatted development has been established – which follows the precedent set by the earlier approvals noted in the Site History at 4.2 above.

8.2 Furthermore, although it is noted that Core Policy 4 seeks generally to resist flatted development outside the town centre, it does also state that “...*new residential development...will be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing...services... and infrastructure*”. As noted in the site description at 3.0 above, there are purpose built flats to the north and south of the site and the application site lies very close to the designated Town Centre, with many of its amenities being within a 500 - 750m walk. Additionally, the application site lies close to a key public open space at Salt Hill Park.

8.3 Finally, it is noted that the National Planning Policy Framework seeks to direct new housing to sustainable locations such as this, and subject to other planning considerations, it is considered that this is an

acceptable location for medium density development such as being proposed here.

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 and of a good standard of amenity for all existing and future occupants of land and buildings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and H13.
- 9.2 Overall, the current submission is that as previously reported to Planning Committee in July 2021 when it was resolved to grant planning approval subject to the sorting various matters of detail (and a s.106). As set out at 4.4 above, this current submission seeks to address those matters of detail that were not considered to be acceptable in the scheme under P/01158/033.
- 9.2 So, the scale and massing, as well as the layout, are as previously submitted under P/01158/033. As described at 2.1 above, the frontage block would be 3-storeys and that to the rear would be part 3/part 4-storeys with each having further accommodation at roof level.
- 9.3 Firstly, detailed changes entail a positive refinement of the elevations to produce a composed and orderly acceptable façade, incorporating dormers that would be proportionately in keeping with the design. Secondly, the somewhat incongruous half-hipped features on the rearward block have been amended to include a simple gable with a full-ridged roof form. Thirdly, the entrance to each block has been accorded a degree of prominence in the design to improve its legibility. Overall, it is considered that these changes have significantly improved the appearance of the blocks to overcome the Reason for Refusal.
- 9.4 Although this was not an issue raised under P/01158/033, there would be a modest reduction in height to the block to the rear simply due to design refinements.
- 9.5 Each block would comprise a facing brick, with render surrounds to window openings and entrance doorways, lead cladding to dormers, and roof tiles. Specific details of the palette of materials will be submitted further to conditions as set out in 24.0 below
- 9.6 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 and H13 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-

10.0 Impacts on the amenities 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 H13.
- 10.2 The distances between the proposed buildings and those adjacent remain the same as in the previous proposals and there are no new window openings or new balconies.
- 10.3 It is considered that the change to a gable end on the southern side of the rear ward block would not harm the amenities of the nearest existing occupiers.
- 10.4 It is noted that the previous submission under P/01158/033 was considered to not raise any concerns that might have an impact on neighbouring occupiers.
- 10.5 The changes introduced by these latest proposals do not adversely affect the previously agreed relationship with the neighbouring occupiers. Therefore, 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 Housing mix

- 11.1 The mix and thus the density of the current submission remains identical to that of the previous submission under P/01158/033, when it was noted that:

“Increased site density would be achieved as compared to the now-lapsed 24 unit scheme by rearranging space within the building envelopes to provide a greater number of flats on each floor than in the previous permission [under P/01158/023]. The lapsed permission had a dwelling density of 135 flats / hectare whereas in this proposal, density would be 185 dwellings / hectare, which is slightly less than at the four-storey block of flats to the south at 25-87 Gatewick Close (approximately 192 dw/ha).”

11.2 The assessment of the previous scheme submission concluded that: *“Subject to securing an acceptable proportion of flats as on-site affordable housing, it is considered that the increased density and revised dwelling mix would be acceptable”*.

11.3 As the resolution to grant planning permission is a material consideration, it is considered that the mix, which remains the same, is 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 H13.

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 living conditions for future occupiers.

12.4 Each of the five ground floor units would have a private garden. However, whilst many of the upper units (17) would have some form of private amenity space in the form of a balcony, there would be only communal space for the remaining eleven units. As such, the scheme incurs a financial contribution towards off-site public open space enhancements under the Council’s Developer Guide. Notwithstanding that matter, it has been noted at 3.6 above that the site does lie very close to Salt Hill Park, as well as, being immediately adjacent to the nature reserve.

12.5 It was noted in the assessment of the previous proposals under P/01158/033 that: *“Separation distances between habitable rooms at Blocks 1 and 2 would be 21m, which is acceptable for a development of this scale in this location.”* That relationship has not been changed in the current proposals.

12.6 It was noted in the assessment of the previous proposals under P/01158/033 that: *“The closest railway line, the Windsor branch as noted above, has a relatively infrequent and low-speed service while the closest part of the noisier main line is approximately 140m from the northern boundary of the site. It would be acceptable for a new noise study to be provided be provided by*

condition, as part of a noise mitigation strategy to control noise within apartments to acceptable levels.” The Council’s Environmental Quality Officer has re-iterated their comments in consideration of these proposals, as set out above at 6.3 above, and a suitable condition is included accordingly at 24.0 below.

12.7 Based on the above, 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 Safe environment and accessibility

13.1 Paragraph 92 of the NPPF 2021 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact which each other
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

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

13.3 It was noted in the assessment of the previous proposals under P/01158/033 that: *“The key security issues with this development are the provision of secure access into the site and to the entrance lobbies of both Blocks. The site plans note that access to pedestrian gates and to a sliding vehicle access gate would be provided, and details of how this will be provided can be required by condition.”* These matters remain the same in the current proposals. Accordingly, it is considered that these matters are satisfactory, subject to a condition set out in 24.0 below.

13.4 With regards to accessibility, it is noted that the scheme will be required under the Building Regulations to meet the requirements of Part M in respect of access for wheelchair occupants.

14.0 Highways, sustainable transport 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 The current scheme replicates the access/egress, layout, provision of parking, cycle storage, refuse and recycling facilities, as per the scheme under P/01158/0033, which were all considered acceptable.
- 14.3 So, it is noted that the site lies very close to the designated 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. As such, the site is therefore considered to be sustainable.
- 14.4 There is an existing vehicular access from Lansdowne Road. This arrangement would persist with a modified details to ensure safety and visibility that is acceptable to the Highway Authority.
- 14.5 The proposed scheme would provide five 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.
- 14.6 Further to the Highway Authority's requirements, funds for improvements to the cycle lane on the Bath Road (A4) and its links to the Town Centre will be part of the package of infrastructure enhancements sought through the provisions of the s.106.
- 14.7 The Highway Authority, as set out at 6.2 above, is satisfied by the proposed arrangement, quantum and layout of the parking in terms of circulation and manoeuvrability and as the site lies very close to the Town Centre, they consider that the provision would be satisfactory for this specific mix of accommodation.

15.0 Flood risk and surface water drainage

- 15.1 It was noted in the assessment of the previous proposals under P/01158/033 that:

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

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

These matters remain the same in the current proposals. Accordingly, it is considered that these matters are satisfactory, subject to a conditions relating to Thames Water and under SuDs as set out in 24.0 below.

16.0 **Trees & Landscaping**

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

16.2 Details of the planting scheme, landscape management 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 **Archaeology/Heritage and Ecological/Burnham Beeches issues**

17.1 The site is considered to have the potential for archaeological significance. Berkshire Archaeological services comments are set out in full at 6.6 above and the condition they recommend is set out in full at 24.0 below.

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

17.3 Paragraph 174 d) of the NPPF 2021 advises that planning decisions should minimise impacts on and provide net gains for biodiversity, for example by establishing coherent ecological networks that are more resilient to current and future pressures. NPPF paragraph 180 d) supports and encourages development to incorporate biodiversity improvements, especially where this can secure measurable net gains for biodiversity.

- 17.4 It is noted that the site is located less than 5 km from the Burnham Beeches Special Area of Conservation (SAC). Natural England (NE) comments are set out in full at 6.7 above. The principle of providing mitigation for any identified significant effects is accepted, and NE has asked for a suitable strategy to be agreed that will provide on-going mitigation for future major development within a 5.6km buffer zone around the SAC. This would require mitigation to be secured for an identified project through a planning obligation, in order to ensure that there will not be any “*in-combination effect*” as a result of additional recreation pressure on the Burnham Beeches SAC.
- 17.5 Following discussions between SBC and NE regarding the need for mitigation for proposed future development in Slough, a scheme of financial contributions for appropriate development within Slough of alternative greenspace will be required. Upton Court Park has been identified as a key site for such works, and a report on this key alternative greenspace was considered by the Planning Committee at the meeting of 23rd June 2021 when the principle of supporting the project was approved by Members. A financial contribution in this current case towards mitigation will be required, as set out at 20.0 below.
- 17.6 An ecological report was submitted with the application, which is dated October 2016. The report noted the presence of the closest Statutory Local Nature Reserve at Herschel Park, but did not reference the Non-statutory Local Nature Reserve which abuts the site. It provides details of a survey for bats and other protected wildlife, and that no protected species were identified on site. It is not known when the site was cleared, but aerial and Google streetview photographs show that this was not before spring or summer 2019. The survey was therefore out of date when site demolition took place. While ideally the survey would have been updated prior to demolition, no ecology condition(s) were included in the 2018 planning permission. For the purposes of fulfilling local and national policy, biodiversity improvements will be sought in the landscaping details to be approved by condition. Provision of a financial contribution towards the maintenance of the adjacent local wildlife site would be sought in relation to the inadequate amenity space provision, and in the interests of betterment in the ecological value of the reserve this contribution also applies to the development as a whole – as set out in 20.0 below. Use of native species for landscaping will also assist in supporting the objectives of the site specific policy, and native species should therefore be prioritised in a landscaping scheme to be submitted for approval, in order to assist in providing a net biodiversity gain as part of the development.

18.0 **Land Contamination**

18.1 As set out at 6.4 above, the Council's specialist officer has recommended further pre-commencement investigation. Accordingly, conditions are set out at 24.0 below.

19.0 **Environmental Quality & Sustainable design and construction issues**

19.1 As is fully set out in 6.3 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.

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 NPPF 2021 seeks to promote high levels of sustainability. NPPF paragraph 157 in the NPPF sets out that:

In determining planning applications, local planning authorities should expect new development to:

a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and

b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

19.4 Core Strategy Policy 8(1) requires all development to include measures to:

a) Minimise the consumption and unnecessary use of energy, particularly from non-renewable sources;

b) Recycle waste;

c) Generate energy from renewable resources where feasible

d) Reduce water consumption; and

e) Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.

20.0 Infrastructure and Section 106 requirements

20.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. The following Section 106 contributions are therefore required:

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

20.2 The NPPF 2021 at paragraph 63 requires that planning policies should specify the type of affordable housing required, and that in most cases this need should be met on-site.

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

20.4 A Financial Viability Assessment (FVA) has been submitted with the application, which proposes the Affordable Housing will be provided on site in the form of 5no. ground floor units comprising 2no. 2-bedroom and 3no. 3-bedroom. Each would have its own private amenity space, which would afford future occupants defensible space.

20.5 While the proportion of affordable units proposed is not policy compliant, the viability reviews undertaken have been rigorous and it is therefore considered that the provision of on-site affordable housing, in particular a package that is suitable for family accommodation, should be given significant weight in the planning balance.

20.6 In total these obligations under a Section 106 legal agreement will need to be completed before any planning permission can be issued, in order to secure the above infrastructure and amenities.

21.0 Presumption in favour of sustainable development

- 21.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.
- 21.2 Notwithstanding the assessment in this report, officers have considered whether there are any other material circumstances that need to be taken into account, notwithstanding the development plan provisions.
- 21.3 The application has been evaluated against the Development Plan, the NPPF and assessed against the core planning principles of the NPPF to establish whether the proposals deliver “sustainable development.” The proposal would deliver 33 new flats of an acceptable standard in a very sustainable location, along with the infrastructure made necessary by the development and on-site affordable housing.
- 21.4 Paragraph 11 of the NPPF highlights that there is a presumption in favour of sustainable development. Based on the current Local Plan and housing supply position in the SBC area, paragraph 11(d) also applies. This directs that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF, taken as a whole.
- 21.5 However this has been considered and planning permission will only be granted if mitigation of these impacts is provided through a completed section 106 Agreement. Therefore, with respect to 11 (d)(ii), any adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits.
- 21.6 With respect to 11 (d)(i), there is one statutory nature conservation asset of particular importance in the general vicinity of the site, Burnham Beeches SAC, along with a non-statutory local nature reserve adjacent to the application site. Burnham Beeches SAC, in particular, could be impacted by additional residents.
- 21.7 It is therefore considered that, in applying the planning balance, the presumption in favour of sustainable development adds significant weight to this application. The development would make a welcome addition to the housing stock within Slough, including affordable housing.

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. A condition is set out to ensure level thresholds at the entrance to each block. Furthermore, proposals will make provision for wheelchair accessible car parking spaces.

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 each of the matters set out in paragraph 20.1 in this report, finalising conditions,

and any other minor changes.

2) Refuse the application if a satisfactory s106 Agreement is not completed by 30th June 2023, 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 unless otherwise agreed in writing by the Local Planning Authority.

- (a) Drawing No. 20001-GAA-XX-00-DR-T-0101 S4 Rev. P01; Dated 28/02/20; Recd On 17/08/2022
- (b) Drawing No. 20001-GAA-A1-XX-00-DR-T-0112 S4 Rev. P09; Dated 17/08/22; Recd On 17/08/2022
- (c) Drawing No. 20001-GAA-ZZ-GF-DR-A-2020 S4 Rev. P03; Dated 17/08/22; Recd On 17/08/2022
- (d) Drawing No. 20001-GAA-ZZ-01-DR-A-2021 S4 Rev. P03; Dated 17/08/22; Recd On 17/08/2022
- (e) Drawing No. 20001-GAA-ZZ-02-DR-A-2022 S4 Rev. P03; Dated 17/08/22; Recd On 17/08/2022
- (f) Drawing No. 20001-GAA-ZZ-03-DR-A-2023 S4 Rev. P03; Dated 17/08/22; Recd On 17/08/2022
- (g) Drawing No. 20001-GAA-ZZ-RF-DR-A-2024 S4 Rev. P03; Dated 17/08/22; Recd On 17/08/2022
- (h) Drawing No. 20001-GAA-ZZ-GF-DR-A-2030 S4 Rev. P03; Dated 17/08/22; Recd On 17/08/2022
- (i) Drawing No. 20001-GAA-ZZ-RF-DR-A-2035 S4 Rev. P03; Dated 17/08/22; Recd On 17/08/2022
- (j) Drawing No. 20001-GAA-ZZ-XX-DR-A-2120 S4 Rev. P06; Dated 17/08/22; Recd On 17/08/2022
- (k) Drawing No. 20001-GAA-ZZ-XX-DR-A-2121 S4 Rev. P06; Dated 17/08/22; Recd On 17/08/2022
- (l) Drawing No. 20001-GAA-ZZ-XX-DR-A-2122 S4 Rev. P06; Dated

17/08/22; Recd On 17/08/2022
(m) Drawing No. 20001-GAA-XX-XX-DR-A-2123 S4 Rev. P06; Dated 17/08/22; Recd On 17/08/2022
(n) Drawing No. 20001-GAA-ZZ-XX-DR-A-2130 S4 Rev. P04; Dated 17/08/22; Recd On 17/08/2022
(o) Drawing No. 20001-GAA-ZZ-XX-DR-A-2131 Rev. P04; Dated 17/08/22; Recd On 17/08/2022
(p) Drawing No. 20001-GAA-ZZ-XX-DR-A-2132 Rev. P04; Dated 17/08/22; Recd On 17/08/2022
(q) Drawing No. 20001-GAA-ZZ-XX-DR-A-2133 Rev. P04; Dated 17/08/22; Recd On 17/08/2022
(r) Design & Access Statement by GAA ref no. 20001-GAA-XX-XX-DA-A-0001 S4 Rev. PO3; Dated 287 July 2022; Recd On 17/08/2022
(s) Construction Management Plan by SPH Structures ref: no. 20025 LAN/SPH/XX/XX/RP/S/9052/I3; Dated 27-Apr-21; Recd On 17/08/2022
(t) Drainage Planning Strategy by SPH Structures ref: no. 20025 LAN/SPH/XX/XX/RP/S/9050/I2; Dated 27-Apr-21; Recd On 17/08/2022
(u) Desk Study, Preliminary Site Investigation & Risk Assessment Report by Southern Testing Environmental & Geotechnical ref: no. JT0341; Dated 10 November 2020; Recd On 17/08/2022
(v) Ecological Walkover by AA Environmental Limited ref: no. 163324/JDT; Dated 4th October 2016; Recd On 17/08/2022
(w) Financial Viability Assessment by Aspinall Verdi issue v.5; Dated September 2021; Recd On 17/08/2022
(x) Viability Letter re: Lansdowne Avenue by Aspinall Verdi ref: 220413 v1; Dated 13 April 2022; Recd On 07/12/2022
(y) Unnumbered Habitats Regulations Assessment by The Ecology Partnership Dated 01/11/2022; Recd On 08/11/2022
(z) Noise & Vibration Impact Assessment by KP Acoustic Ltd ref. no. 13675.NVA.01.Rev.A; Dated 20/03/2017; Recd On 17/08/2022

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. 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.

5. Archaeological matters

- A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation (WSI) has been submitted to and approved by, the local planning authority in writing. The WSI shall include an assessment of significance and research questions; and:
1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI

B) The Development shall take place in accordance with the WSI approved under condition (A).

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

REASON The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Medieval remains. The potential impacts

of the development can be mitigated through a programme of archaeological work. This is in accordance with national and local plan policy.

6. Drainage (SuDS) #1

Before any above ground works commence a detailed design of surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

- i) Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures.
- ii) Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
- iii) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.
- iv) Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

REASON To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 8 of the Core Strategy by ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

7. Drainage (SuDS) #2

No occupation shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter.

Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.

The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.

A site plan including access points, maintenance access easements and outfalls.

Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site. Details of expected design life of all assets with a schedule of when replacement assets may be required.

REASON To ensure the future maintenance of drainage systems associated with the development.

8. Drainage (SuDS) #3

No occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy hereby approved, has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority. The report shall include:

- a) Any departure from the agreed design is keeping with the approved principles
- b) Any As-Built Drawings and accompanying photos
- c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
- d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- e) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place.

REASON To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

9. 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.

10. Sound attenuation and ventilation

Prior to commencement of development, full details of the glazing specification must be submitted to and approved in writing by the Local

Planning Authority.

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 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.

11. Thames Water

The development hereby approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by surface water drainage at the proposed development both during and after its construction, has been submitted to and approved by the local planning authority, in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy.

Reason - To ensure that the water resource is not detrimentally affected by the development.

12. Phase 2 Intrusive Investigation Method Statement

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

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

13. 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.

14. 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.

15. Construction Environmental Management Plan (CEMP)

The development shall be carried out in accordance with the approved

scheme set out in the Construction Management Plan by SPH Structures ref: no. 20025 LAN/SPH/XX/XX/RP/S/9052/I3; Dated 27-Apr-21; Recd On 17/08/2022 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).

16. Landscaping

Construction of the building above ground floor level shall not commence on site until details of an arboricultural method statement to include a landscape management plan, 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.

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.

17. 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).

18. 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.

19. 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 polices) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2021.

20. 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.

21. Visibility

No other part of the development shall be occupied until visibility splays of 2.4m x 43m have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 600mm 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.

22. 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 policies), and the requirements of the National Planning Policy Framework 2021.

23. 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 5 electric vehicle charging points and 5 parking spaces with passive electric vehicle parking provision, providing a total of 10 parking spaces with EVCP provision. The residential electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp or 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.

24. 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.

25. 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.

26. Wheelchair accessible flats

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

REASON: To provide for the diverse needs of Slough's local communities, in accordance with Policies 8 and 11 of the Slough Borough Council Core Strategy 2008, guidance in the Council's Developers Guide Part 2, (2008, updated 2017) and the National Planning Policy Framework 2021.

27. 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.

28. 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 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.

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. Thames Water

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.