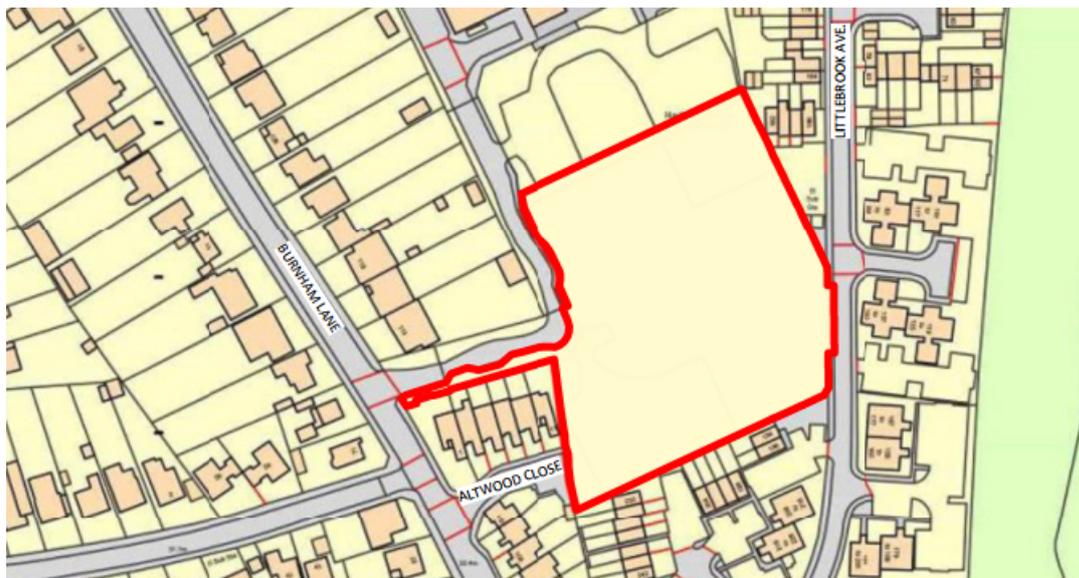


Registration Date:	29-November-2023	Application No:	P/04628/030
Officer:	Michael Scott	Ward:	Northborough & Lynch Hill Valley
Applicant:	Slough Urban Renewal (SUR LLP)	Application Type:	Major
		13 Week Date:	28 February 2024 [EoT – 05/04/2024]
Agent:	DHA Planning, Astral Towers, Betts Way, Crawley, RH10 9XA		
Location:	Haymill Centre, Littlebrook Avenue, Slough, SL1 6LZ		
Proposal:	Redevelopment by the construction of 33 residential dwellings (Use Class C3), comprising a mix of 2-4 bedroom market and affordable units, together with a central amenity space, private gardens, car and cycle parking, landscaping, internal roads, a new primary access from Littlebrook Avenue, and other associated works.		

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



**P/04628/030**

**1.0 SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies of the Development Plan set out below, and representations that have been received from consultees and the community, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager:

A) Approval subject to:

- (i) The satisfactory completion of a Section 106 Agreement to secure policy compliant affordable housing, education and Burnham Beeches contributions, together with funding towards highway issues (including Traffic Regulation Order and Travel Plan), which are required to mitigate the impact of the development.
- (ii) Finalising conditions and any other minor changes;

or

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30 September 2024 unless a longer period is agreed by the Planning Manager, or 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 10 or more dwellings.

**PART A: BACKGROUND**

**2.0 Proposal**

2.1 This is a full planning application for:

- Construction of 33no. dwelling houses, comprising a mix of:
  - 9no. 2-bedroom
  - 20no. 3-bedroom
  - 4no. 4-bedroom
- The scheme includes both market and affordable housing units.
- The proposals included a central landscaped area.
- The vehicular access/egress would be from Littlebrook Avenue.
- An emergency vehicle only access would be provided from Burnham Lane.

- Parking comprises a range of private garages with hardstanding forecourts, as well as allocated bays on the internal circulation carriageways for houses without garages. There will be 71 car parking spaces.
- Houses with garages have space within to keep two cycles; houses without garages would have a shed within their private garden for cycle storage.
- All homes shall meet Part S of the Building Regulations with provision of a 7kW vehicle charging facility.
- A link for pedestrians & cyclists, with access for emergency vehicles shall be established to the site from Burnham Lane.

### **3.0 Application Site**

- 3.1 The site lies between Littlebrook Avenue to the east and Burnham Lane to the west with Altwood Close adjacent towards the southwest.
- 3.2 The application site extends to 0.89 hectares in area. It was previously comprised of educational and community use buildings known as the Haymill Centre. These buildings were cleared to ground level in 2014 following planning approval for the development of Haybrook College. The College now occupies the land immediately to the north and adjoining the current application site.
- 3.3 There are no remaining buildings on the site, although the remnants of a hardstanding in its south-western corner is used for surface level parking by a Council community project. Ground levels fall from north-west to south-east.
- 3.4 There are residential properties immediately adjacent to the north-east corner and along the southern boundary of the site - each set of these dwellings lie off Littlebrook Avenue - and further residential properties immediately adjacent in Altwood Close to the south-west.
- 3.5 To the north-west is the access road to Haybrook College. For the purposes of defining a pedestrian and emergency access route to the site from Burnham Lane, a part of this access way is within the application red-line.
- 3.6 There is one significant tree and areas of scrub and shrub growth within body of the site, as well as a line of mature trees within the link access from Burnham Lane to the point of the proposed emergency access in the scheme.
- 3.7 The site lies some 2.6km from Burnham Beeches Special Area of

Conservation (SAC).

- 3.8 For completeness, it should be noted the site lies: outside of the designated Town Centre; it is not in an Air Quality Management Area (AQMA); it is not in a Conservation Area and there are no heritage assets close by; and, there are no trees under a Tree Preservation Order in close proximity; but it is in Flood Zone 1 (where no Flood Risk Assessment is required).

#### **4.0 Relevant Site History**

- 4.1 There is no relevant planning history for the application site following the redevelopment of the land to the north under the scheme for Haybrook College.

#### **5.0 Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), six site notices were displayed – four of which were each immediately adjacent to the perimeter of the application site spanning that boundary from north to south along Littlebrook Avenue and one each in the access way to Haybrook College and in Altwood Close - on 12/12/2023.
- 5.2 The application was advertised, as a Major application, in the Slough Express published on 23<sup>rd</sup> February 2024.
- 5.3 There has been 4 neighbours representations at the time this report was complete for publication – any further objections will be included on the Amendments Sheet for Members at the Committee meeting. These have been received from nos. 176, 178, 182 and 203 Littlebrook Avenue.
1. The proposed development will reduce the on street parking facility available on Littlebrook Avenue, by removing 3 parking bays on the straight section which is often oversubscribed, contrary to applicant's submission. In addition Transport Statement states that only 1 parking bays out of 71 will be created for visitors, which is not considered as sufficient based on the scale of the development. It is therefore asked that the residents of the development are not eligible to apply for parking permits or visitor vouchers for on street parking. In addition it would be prudent for the on street parking restriction times to be changed to ensure no overspill from the development occupies the on-street parking. The application submission and all relevant documents don't provide the assessment of the impact of the build on Littlebrook Avenue. There are no traffic counts to show how the additional build movements will increase already busy Littlebrook

Avenue during peak times. It is therefore asked that any deliveries are to be fully accommodated on site with all deliveries scheduled only between 09:00 - 15:00 to remove impact on the pick-up/drop off traffic at the end of Littlebrook Avenue, due to walking access to Burnham Station.

2. I wish to register my disappointment that the concerns raised by many residents of Littlebrook Ave in the first public consultation [by the developer] for the Haymill site development have been ignored. My main objection relates to the proposed access via Littlebrook Ave, and the increased traffic that will create. Driving on this street, with its numerous twists and turns, is already like playing Russian Roulette. The extra traffic, and probably extra cars utilising street parking, as there will inevitably be insufficient spaces to accommodate visitors on the new site, will make every journey even more hazardous. Littlebrook Ave also sees a fair amount of anti-social behaviour, mostly youths on noisy mopeds/scooters. This extra access will leave us vulnerable to similar activities in larger vehicles and create more safety issues. I urge you to consider these concerns as the planning process progresses.
3. I am formally objecting to the proposed changes on Littlebrook Avenue as a resident for the reasons below. Any time and motion study can see the narrow road which is already over run with traffic. We already have increased traffic due to drop offs and pick-ups to the station. Making another way in and out of Littlebrook Avenue would increase anti-social behaviour giving any criminals yet another means of getting in and out of Littlebrook Avenue. These new houses are very close to existing properties in Littlebrook Avenue, causing privacy concerns. There is insufficient space for any works vehicles on Littlebrook this may cause safety issues with car access.
4. I would like to submit my concerns regarding the proposed houses planned under the above reference. I am very concerned about the new entrance planned in Littlebrook Avenue. The road is narrow, and cars are parked on the blind bend on the left as you drive down. It is very dangerous as you cannot see cars coming from the other direction and the extra traffic generated by these 33 new properties will certainly make it even more dangerous than it is at present. It's a serious accident waiting to happen.

#### 5.4 Officer's response to objections:

A detailed response has been received from the Local Highway Authority, this can be found in section 6.1 and 14.0 of this report which raises no highway safety concerns and where appropriate mitigation has been sought. Furthermore with regards to access to/from and use of Littlebrook Avenue, there has been no objection raised.

Secondly, the issue raised regarding the impact on the privacy of

neighbouring occupiers are covered by the section below under Impact on Neighbours at 10.0.

Lastly, with regards to anti-social behaviour, a secure by design condition has been attached to mitigate impacts raising from the development in terms of crime and ensuring safety.

## **6.0 Consultations**

### **6.1 Highways and Transport**

#### Introduction

This document provides Slough Borough Council's consultation response regarding Highways and Transport for planning application No. P/04628/030 on Littlebrook Avenue, Slough.

A Transport Statement produced by DHA has been submitted in support of the planning application.

#### Vehicle Access

SBC Transport Officers would have no objection to the proposed vehicle access junction on Littlebrook Avenue. The NPPF states that applications for development should provide '*Safe and Suitable Access for all users*'.

The proposed vehicle access junction would be located outside 139 Littlebrook Avenue. The Transport Statement includes a drawing which demonstrates a visibility splay of 2.4m x 43m can be provided from the proposed vehicle access junction. The proposed vehicle access is 5.4m wide which is wide enough for two-way traffic.

There have been no recorded collisions resulting in injury during the most recent 5-year period at the location of the proposed site access junction.

An Independent Stage 1 Road Safety Audit (RSA) has been completed of the proposed site access points by an independent road safety auditor. Two points were raised, which were addressed in a Designers Response report. SBC are satisfied with the responses in the Designers Response to the audit.

The removal of three residents parking bays on Littlebrook Avenue will be required to provide suitable manoeuvring space at the vehicle access junction. SBC require a Section 106 contribution of £3,500 towards the Traffic Regulation Order for the amendment of

the on-street car parking bays.

### Emergency Access and Cyclists/Pedestrian Connection

An emergency access is proposed on the west of the site which will also provide a pedestrian and cyclist connection into the site. The emergency access will link in with the access to Haymill College. This will create a new pedestrian and cyclist connection between Littlebrook Avenue and Burnham Lane.

### Trip Generation

SBC Transport Officers have no objection to the proposed development on the basis of the forecast vehicle trips generated by the proposed dwellings.

The proposed 33 dwellings are forecast to generate 16 two-way trips during the AM Peak Hour (08:00 – 09:00) and also during the PM Peak Hour (17:00 – 18:00). 143 two-way trips are forecast across the course of a 12-hour day (07:00 – 19:00).

The trip generation forecast is based on survey data from the TRICS Database which is the UK's National Trip generation database. TRICS has been used to extract a trip rate per dwelling from 62 privately owned housing developments in Suburban and Edge of Town Locations.

This would equal circa. 1 vehicle trip every 4 minutes during the peak hour or 1 every 12 minutes across the course of a day. Vehicles would have time to leave the site and disperse across the road network before queues would form at the site access or on the surrounding road network.

### Access by Sustainable Travel Modes

The proposed development is located 290 metres (4 minutes' walk) from Burnham Railway Station. The site is also 400 metres (4 minutes' walk) from Tesco Express and 600m (8 minutes' walk) from Priory Primary School.

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'*.

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.

Burnham Station offers 4 services per hour to Reading and various destinations within London. A summary of the rail services is provided in the table below:

<b>Destination from Langley</b>	<b>Journey Time</b>	<b>Frequency Per Hour</b>
Reading	20 – 22 minutes	4 per hour
Maidenhead	5 – 6 minutes	4 per hour
Slough Town Centre	3- 5 minutes	4 per hour
Hayes and Harlington	17 – 19 minutes	4 per hour
Southall	20 – 22 minutes	4 per hour
London Paddington	32 – 39 minutes	4 per hour
Bond Street	35 – 48 minutes	4 per hour
Farringdon	40 – 47 minutes	4 per hour
London Liverpool Street	43 – 50 minutes	4 per hour
Canary Wharf	52 – 56 minutes	4 per hour

### Car Parking

SBC Transport Officers are satisfied with the proposed number of car parking spaces and that there will be no overspill of parked vehicles onto the surrounding road network.

71 car parking spaces are proposed for the proposed dwellings, including 1 unallocated bay for visitors. This slightly exceeds the requirements of SBC's adopted car parking standards which require the provision of 70 car parking spaces for the proposed mix of dwellings.

<b>SBC Parking Standards (Predominantly Residential)</b>		
<b>Dwelling Type</b>	<b>Spaces per Dwelling</b>	<b>Total Spaces</b>
2-Bedroom Dwelling (9)	2	18
3-Bedroom Dwelling (20)	2	40

4-Bedroom Dwelling (4)	3	12
<b>Total Parking Spaces</b>		<b>70</b>

Source: Slough Developer's Guide – Part 3: Highways and Transport (2008).

It is proposed that all two and three-bedroom dwellings will be allocated with two parking spaces, with some spaces provided within a garage. The four bed dwellings would have 3 parking spaces.

Swept path analysis has been provided which shows a large car measuring 4.71m long can ingress/egress the proposed parking spaces.

### Travel Plan

A Travel Plan to encourage sustainable travel has been submitted in support of the application. The Travel Plan aims to achieve a 10% reduction in car driver mode share, split between other sustainable modes of travel.

The Travel Plan lists sustainable measures such as disseminating travel information via welcome packs, encouraging lift sharing and providing a noticeboard with travel information.

The Travel Plan outlines that a Travel Plan Coordinator (TPC) will be appointed. A survey will be completed 3 months after occupation to establish baseline travel patterns and Travel Plan Monitoring surveys completed at Years 1, 3 and 5 after occupation of the development.

The TPC will liaise with SBC following each review period to summarise results of the surveys and detail any revised targets.

A Travel Plan Monitoring contribution of £3,000 is required to cover SBCs cost of Travel Plan Monitoring.

### Electric Vehicle Parking

The Transport Statement proposes that each dwelling will be provided with 1 Electric Vehicle Charging Point (Section 3.4), with a total of 33 being provided on site.

This accords with the requirements of the Slough Low Emissions Strategy (2018 – 2025) which requires the provision of EV Charging Points for new dwellings with allocated parking. The National Planning Policy Framework Paragraph 112 requires applications for development to: *'Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible,*

*and convenient locations'.*

### Cycle Parking

SBC Transport Officers have no objection to the cycle parking for the proposed development.

Cycle storage is proposed either within the garage or the shed in the rear garden of each dwelling.

The Slough Developers' Guide – Part 3: Highways and Transport (2008) requires the provision of 1 secure and covered cycle parking space per dwelling to encourage the uptake of cycling within the borough.

### Deliveries, Servicing and Refuse Collection

The Transport Statement includes swept path analysis which demonstrates that the site provides suitable turning space for a refuse vehicle (11.4m long), pantechicon and a large estate car.

Swept path analysis has been provided which demonstrates a Fire Engine (8.4 long) can ingress/egress the site using the emergency access and the proposed vehicle access on Littlebrook Avenue (DHA Drawing No. T-02-Rev-P2, titled 'Vehicle Swept Path Analysis – Fire Tender', dated 22.11.23).

The site allows for loading, unloading and manoeuvring of service vehicles clear of the public highway and this will avoid the stationing of service vehicles on the highway and vehicles reversing onto or off the highway to the detriment of public and highway safety.

### Construction Management

If approval is granted, it is recommended that a Construction Management Plan (CMP) is secured by planning condition. The Construction Management Plan will secure details of construction programme, HGV routes, construction hours, emissions control, noise control, dust control, staff parking, construction access and a general site set up plan.

In advance of providing a CMP, the applicant has already confirmed that delivery and construction HGVs will be accommodated on site with no waiting on the public highway.

### Summary and Conclusions

I can confirm that I would have no objection to the proposed development due to highways and transport issues. I would

recommend inclusion of the planning conditions [as set out in the Recommendation] below, should you decide to grant planning permission.

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 planning conditions [as set out below in the Recommendation] 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 **SBC Tree Officer**

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

6.4 **SBC Scientific Officer**

I have reviewed the submitted information, together with our database of Potentially Contaminated Land sites. Please see my comments below:

- **SITE INVESTIGATION REPORT** (Ref no. 10862/BD) dated 27<sup>th</sup> November 2023 (Rev1), and prepared by Soil Consultants Ltd.

This report summarises the findings of a Stage 1 Tier 1 Preliminary Risk Assessment (Desk Study), followed by an intrusive site investigation and assessment.

A constrained investigation deemed the site a moderate to high risk, thus warranting further assessment is undertaken.

I agree with the proposals in Section 7 of the report, and the proposed additional investigation.

Based on the above, I recommend the conditions [as set out in the Recommendation] are placed on the decision notice.

6.5 **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) within 5.6 kilometres.

WITHIN 5.6 KILOMETRES

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

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 designation under the Habitats Directive.

A mitigation strategy or equivalent will be required for Slough to avoid adverse impacts at the SAC.

## 6.6 **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.

The application indicates that surface water will not be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

### Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](https://thameswater.co.uk/buildingwater)

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

## **PART B: PLANNING APPRAISAL**

### 7.0 **Policy Background**

#### 7.1 **National Planning Policy Framework 2023**

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)

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

Other Relevant Documents/Statements:

- Slough Local Development Framework Proposals Map (2010)
- Technical Housing Standards – Nationally described space standards.
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017
- Residential Extensions Guidelines, Supplementary Planning Document 2010

7.4 The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This set out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in

Slough. The consultation document contained a revised Local Plan Vision which supports the Council's vision for Slough as a place where people want to "work, rest, play and stay."

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues. As a result, it is relevant for the consideration of this application (but only very limited weight can be afforded to the specific and strategic guidance therein).

#### 7.5 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).

#### 7.6 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 December 2023.

The National Planning Policy Framework 2023 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 2023, 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 2023 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 2023 which has been used together with other material planning considerations to assess this planning application.

## 7.7 Equality Act

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

## 7.8 The planning considerations for this proposal are:

- Principle of development
- Design, impact on the character and appearance of the area

- Impact on amenity of neighbouring occupiers
- Housing mix
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Flooding and drainage
- Trees and landscaping
- Habitats
- Energy and sustainability
- Air quality
- Heritage issues
- Land contamination
- Infrastructure and Section 106 Contributions
- Presumption in favour of sustainable development
- Equalities Considerations

## **8.0 Principle of development**

- 8.1 As set out above, the application site comprises a cleared site with a temporary use of parking by a Council community transport project on a portion of the site.
- 8.2 The former educational use of the site has been consolidated in the scheme implemented under the redevelopment for the Haybrook College.
- 8.3 The applicant has stated that the Council has confirmed that under the Academies Act 2010, the site “will be unencumbered ten years after it was last used for educational purposes” i.e., in April 2024. Therefore, the site represents a brown field site, as such, it is entered on the Brownfield Register (ref. BR17).
- 8.4 Paragraph 123 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.
- 8.5 Core Policies 1 and 4 which seek high-density, non-family type housing to be located in the Town Centre; whilst, in the urban areas outside of the town centre, new residential development is expected to be predominantly family housing.
- 8.6 The site is not located within the designated Town Centre, therefore there is a presumption in favour of family housing in this location, the

application proposed family housing.

8.7 Both the National Planning Policy Framework and the Local Development Plan seek a wide choice of high-quality homes which should be considered in the context of the presumption in favour of sustainable development.

8.8 As the site is considered to be located in a sustainable location - it benefits from access to public transport, education, retail, leisure, and employment and community facilities - there is no objection to the principle of this scheme.

## **9.0 Design, impact on the character and appearance of the area**

9.1 The National Planning Policy Framework 2023 (paragraphs 131 and 135) encourages new buildings to be of a high-quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1.

9.2 Furthermore, Paragraph 8 of the NPPF sets out that in seeking to achieve sustainable development the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.

9.3 Paragraph 9 of the NPPF stresses that sustainable solutions should take local circumstances into account, to reflect the character, needs and opportunities of each area.

9.4 In Core Policy 1 the Council seeks a scale and density of development that will be related to a site's current or proposed accessibility, character, and surroundings.

9.5 In Core Policy 8 the Council seeks all development to be sustainable, of high-quality design that respects its location and surroundings, in that it should respect the amenities of adjoining occupiers and reflect the street scene and local distinctiveness of the area.

9.6 Accordingly, in Core Policy 9 the Council states development will not be permitted where it does not respect the character and distinctiveness of existing townscapes.

9.7 Firstly, it is imperative to consider the overall layout and the quality of the design and then secondly, its compatibility with the site and its surroundings.

9.8 The proposals entail a set of dwelling houses that would be clustered around the central open space, with a few limbs of development radiating from this place of focus for future occupiers.

- 9.9 The house types include 2no. detached properties, 16no. semi-detached properties and 15no. detached properties linked by their garages.
- 9.10 The dwellings are considered to be arranged in a satisfactory layout that would accord good levels of daylight and sunlight together with natural surveillance of the streets within the scheme.
- 9.11 In terms of scale and massing, it is considered that the proposed scheme of these new dwellings would respect the site and its surroundings, with each element introducing a new distinct character and appearance that is wholly compatible with the emerging urban scene in this setting.
- 9.12 The character of the proposed properties is set by the introduction of street facing gables and clear eaves lines, which results in a series of two- and two-and-half-storey façades.
- 9.13 Each property in the scheme then has a clearly defined frontage and defensible space, with a well-ordered means of access, parking and bin storage.
- 9.14 The proposed properties would enhance the setting with a palette of materials, comprising buff brick facades (Ibstock Ivanhoe Cream – a multi stock brick) with textured bricks at ground floor level to provide an articulation to the simple pattern of the scheme that conveys a coherent style to the overall scheme. The materials and boundary treatment details have been included in condition 2 as these are considered to be acceptable.
- 9.15 A few prominent - in particular, corner plots - are highlighted using a dark grey slate finish to the upper storey. These will incorporate a cement type slate in dark grey, as per the roofs, which would aid the coherence of the overall character and appearance of the entire scheme.
- 9.16 In summary, it is considered that the proposed design would be a successful response to the sensitive urban grain of a back land site, whilst reflecting the character of the surrounding earlier forms of development.
- 9.17 It is noted that the surrounding residential development exhibits a range and variety of architectural styles. As such, it is considered that the proposed scheme, which has its own typology, is considered to represent a cohesive and satisfactory set of proposals that would not be out-of-keeping with the visual amenities of the overall area.
- 9.18 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 Policies EN1 and H9 of the Local Plan for Slough March 2004 (Saved Policies), Core Policies 8 and 9 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2023.

## 10.0 Impacts on the amenities of neighbouring occupiers

10.1 The National Planning Policy Framework 2023 encourages new developments to be of a high-quality design that should provide a satisfactory level of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1.

10.2 As set out above, there are existing dwellings immediately adjacent to the proposed new dwellings. Below is a copy of the block plan to show the relationship with adjoining neighbours and orientation of the development:



### In respect of daylighting and sunlight

10.3 A Daylight and Sunlight Study was submitted with the application, which demonstrates that there would be no significant impacts on the amenities at the following surrounding residential properties:

83-99 (odds), 137-153 (odds), 188/190, 192, 194/196, 198-204 (evens) & 230 Littlebrook Avenue; and nos. 9 and 11 Altwood Close.

Of the 64no. windows tested for Vertical Sky Component Assessment (which is the ratio of the direct sky illuminance to the unrestricted sky), only one would have any reduction in daylighting and that exception - at 11 Altwood Close - would remain within BRE Guidance, in that occupiers would not have any noticeable loss of daylight, as the impact

would be minimal, i.e., 8%, which is within the 27% loss allowable.

Of the 41no. rooms tested for No Skyline Assessment – describes the distribution of daylight within rooms, for the impact on the daylight distribution within the room, all were satisfactory under BRE Guidance.

All windows and rooms pass each of the three sunlight tests under BRE Guidelines.

Of the above properties only 11 Altwood Close and 192 Littlebrook Avenue qualify as sensitive receptors for analysis of the impact on their private amenity space. The assessment found no adverse impact from the proposals within the guidelines set out in BRE Guidance.

#### In respect of potential loss of privacy

- 10.4 It is considered that given the layout, orientation and distances between the proposed properties and the extant neighbouring homes, there would be no concerns.
- 10.5 In NPPF terms, the impact on neighbours is a neutral consideration in the planning balance.

#### 11.0 **Housing mix**

- 11.1 The National Planning Policy Framework seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective C and Core Policy 4.
- 11.2 The proposals would provide a mix of two, three and four-bedroom houses, as follows:
- 2bed / 3persons = 7
  - 2bed / 4persons = 2
  - 3bed / 5persons = 20
  - 4bed / 7 persons = 4

Given the acknowledged need for family houses in the Borough, it is considered that the provision of these predominately larger houses would be acceptable.

- 11.3 The proposals are to be policy compliant with 30% affordable housing, comprising 9no. 2-bedroom units and one 4-bedroom unit. Of these 25% shall be First Homes, i.e., 3no. homes, and the remainder made up of a mix of Social Rent, Living Rent and Intermediate dwellings.
- 11.4 In order to create a package for a Registered Provider, the affordable homes shall be grouped for efficient management. Plots 7 – 11

inclusive and 17 – 21 inclusive have been identified as the Affordable Housing within the scheme.

- 11.5 In NPPF terms, the proposed provision of 33 dwellings would have a moderate positive weight in the planning balance.

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

- 12.1 The National Planning Policy Framework 2023 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 Policy EN1.
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."
- 12.3 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities.
- 12.4 All the units would meet the Council's internal space standards, as set out in the Technical Housing Standards – Nationally Described Space Standard 2015.
- 12.5 All the properties would comply with Part M [4(1)] of the Building Regulations 2010 to ensure fully accessible internal arrangement of space for all.
- 12.6 In terms of the levels of daylight & sunlight, aspect, and outlook, it is considered that each dwelling would have satisfactory levels of residential amenity for future occupiers.
- 12.7 All the proposed homes would comply with the Council's standards (Council's adopted Residential Extensions Guidelines SPD) for the respective house type, i.e., at least 50sq.m. of private amenity space for a 2- or 3-bedroom dwelling and at least 100sq.m. for dwellings with four bedrooms or more. Although to ensure suitable amenity space retention, a condition to remove permitted development rights for the houses is both necessary and reasonable in terms of Class A (extensions, enlargement, improvement or alteration) and Class E (outbuildings and enclosures).

12.8 Based on the above, there are no outstanding issues relating to the living conditions for future occupiers that require mitigation or amendments. Therefore, it is considered that the overall level of living conditions will be satisfactory and thus the scheme is in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policies EN1 and H14 of the Adopted Local Plan.

### **13.0 Safe environment and accessibility**

13.1 Paragraph 96 of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other.
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas.
- Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

13.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5, which seeks to ensure all development schemes are designed to reduce the potential for criminal activity and anti-social behaviour.

13.3 The applicant states in their Design & Access statement that the proposals have been designed by adopting the principles of the Secure by Design guidelines.

13.4 It is considered that the buildings and layout has been designed with attention to providing defensible space, in respect of surveillance and good lighting. Trees and planting have been incorporated with a view to avoiding climbing and ball-kicking incidents giving rise to anti-social behaviour.

13.5 The proposals include a link to Burnham Lane using an existing tree-lined access to Haybrook College up to the point where it meets the site of the housing scheme. The route thereafter would entail a pair of right-angle turns rather than a direct alignment through the proposed layout. The route would include lighting and sufficient natural surveillance by the proposed housing to not warrant a substantive objection.

13.6 Based on the above, there are no outstanding issues relating to the safety of future occupiers that require mitigation or amendments.

Therefore, it is considered that the overall level of safety and accessibility will be satisfactory and thus the scheme is in accordance with the requirements of the NPPF, Core policies 8 and 12 of Council's Core Strategy, and Policy EN5 of the Adopted Local Plan.

#### **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.
- 14.2 This is reflected in Core Policy 7 and Local Plan Policy T2 (Parking Restraint) which sets out:
- In terms of residential car parking that the level will be appropriate to both its location and scale whilst taking account of local parking conditions, impact on street scene, need to overcome local road safety problems and protect amenities of adjoining residents.
- 14.3 Paragraph 115 of the National Planning Policy Framework 2023 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'*.
- 14.4 It is noted that although the site does not lie within the designated Town Centre, it has a high level of accessibility to a range of public transport. Therefore, it benefits from all the facilities locally and regionally that would provide future occupiers with their needs for retail, entertainment, employment, education and health. So, it is acknowledged that the plot lies in a sustainable location.
- 14.5 The proposed access would be taken from Littlebrook Avenue on the eastern side of the site. There would be a link to Burnham Lane on the western side of the site for pedestrians and cyclists; although, this would be designed to cater for emergency vehicle access, too.
- 14.6 The use of Littlebrook Avenue as the access and egress for the scheme is supported by a Road Safety Audit of the junction layout. The implication of the formation of the access here is that three existing parking bays would need to be removed.

- 14.7 In relation to concerns expressed by objectors to this junction and the reliance on Littlebrook Avenue for future use by construction traffic and subsequently by the residents of the scheme, it has to be noted that the Highway Authority (HA) has assessed these matters and is satisfied with the proposals, as set out in their comments above at 6.1.
- 14.8 Furthermore, the HA has confirmed the internal site layout and access are acceptable, subject to conditions set out below at 26.0.
- 14.9 The HA acknowledges that the quantum of car parking to serve the proposed building and EV charging facilities would be acceptable. To ensure adequate car parking spaces for the houses is retained, a condition to remove Class D (porches) is required to ensure that no front extension reduces the size of the driveway and also to remove Classes B (addition or alteration to roof) and C (other alterations to the roof) to prevent further bedrooms within the loft space. This condition will ensure that the site is not intensified with reducing the proposed parking provision or increasing its demand.
- 14.10 Each dwelling house would be provided with bin/recycling and cycle storage facilities in accordance with the Council's standards. The HA is satisfied with this provision.
- 14.11 Based on the above, and subject to the conditions set out below, it is considered that the proposals would not lead to severe harm to highways users and thus are considered to be in accordance with the requirements of the NPPF and comply with Policies T2 and T8 of the adopted Local Plan and Core Policy 7 of the Core Strategy.

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

- 15.1 In respect of flooding matters, it is noted that according to the Environment Agency's flood maps, the site is located entirely within Flood Zone 1. It is at low risk of tidal, fluvial, groundwater flooding, surface water flooding and flooding from artificial sources. As the site is located in Flood Zone 1, the proposals do not require a Flood Risk Assessment.
- 15.2 Since April 2015, major developments have been required to provide measures that will form a Sustainable Drainage System. It has been recognised that Sustainable Drainage Systems (SuDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way.
- 15.3 The National Planning Policy Framework (2023) states that the surface run-off from site cannot lead to an increase from that existing. Slough's Strategic Flood Risk Assessment states that surface water should be

attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off.

- 15.4 Paragraph 175 of the NPPF 2023 requires major developments to incorporate SuDS unless there is clear evidence that this would be inappropriate.
- 15.5 The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 15.6 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from a site in a sustainable manner which will also reduce the risk of flooding and improve water quality.
- 15.7 As this is a major application, the application includes a Flood Risk & Drainage Strategy. There have been no objections from the Lead Local Flood Authority, subject to appropriate conditions.
- 15.8 In NPPF terms, the meeting of the requirement for adequate and satisfactory response to the potential impacts of the scheme is a neutral consideration in the planning balance.

#### 16.0 **Trees & Landscaping**

- 16.1 Paragraph 180 of the NPPF requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.
- 16.2 Given the site history, set out above, the area has been somewhat neglected and vegetation is self-sown and comprise unmanaged grassland, scrub and ephemeral/ruderal vegetation.
- 16.3 An Arboricultural Assessment accompanies the submission. This identifies there are ten individual trees and some eight groups of trees within the site. All of these have been assessed by the relevant experts, who have concluded the specimens ranged from “moderate” to “unsuitable for retention”. Whilst the moderate specimens were considered to be of fair to good overall condition with no major defects, they were impaired by features that did not warrant their inclusion in the proposed site layout.

- 16.4 Only one significant tree towards the south central part of the site was recorded of interest and a series of options explored for its retention. However, this tree has not been retained, as ultimately it was concluded that the most viable layout and the setting-up of the surface water attenuation proposals required its removal.
- 16.5 The scheme entails new hard and soft landscaping, as well as the treatment of all the site boundaries.
- 16.6 In general, the communal and public areas will be planted in accordance with sound principles for the future longevity of the site to ensure a lasting attractive landscaped setting including trees, hedges and shrubs, a condition with regards to landscaping has been included.
- 16.7 The Design & Access Statement sets out that the variety of landscape types has been designed to provide a focus for improving biodiversity and resilience to climate change. The soft landscape focuses primarily on native species, which have been selected to provide all-year round interest.

#### 17.0 **Habitats**

- 17.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.
- 17.2 Paragraph 186 of the NPPF states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity. Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 17.3 Regulation 61 of The Conservation of Habitats and Species (Amendment) Regulations 2017 (as amended), requires the local planning authority to make an appropriate assessment of the implications of a particular proposal, alone or in combination with other plans or projects on any likely significant effect on a European Site designated under the Habitats Directive.
- 17.4 Evidence put forward within the Footprint Ecology report 'Impacts of urban development at Burnham Beeches Special Area of Conservation (SAC) and options for mitigation: update of evidence and potential housing growth, 2019' recognises that new housing within 5.6km of the SAC can be expected to result in an increase in recreation pressure.

17.5 The site is located approximately some 2.6 km from the SAC and therefore falls within the potential 5.6km development impact zone as proposed within the evidence base carried out by Footprint Ecology.

17.6 The applicant has submitted an Ecological Appraisal that includes a Habitat Regulations Assessment as part of the submission. The findings set out that whilst the development proposals are “*highly unlikely*” to lead to habitat fragmentation, “*unlikely*” to affect deer, “*unlikely*” to affect air quality, at the SAC; it could lead to a “*slight increase in visitor pressure*” there, due to “trampling, soil compaction, damage to trees, dog fouling, spread of disease and possible import of non-native species”.

17.7 The assessment then states:

*“However, it is acknowledged that in the absence of mitigation and in combination with [other developments in Slough] there may be a combined effect on the SAC ...”.*

17.8 The Council has adopted a mitigation strategy based on the cumulative impact of all further major residential development in the Borough. As such, any scheme with 10 or more residential units falls within the scope of the strategy.

17.9 Following negotiations with Natural England a fee of £570 per dwelling towards enhancements and proposals at Upton Court Park (or another suitable location) has been introduced and will be linked to the completion of a section 106 agreement. The recommendation of this report includes a requirement for the mitigation package to be secured by the Council.

## 18.0 **Energy & Sustainability**

18.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires both renewable energy generation on site and BREEAM/Code for Sustainable Homes. The Developer’s Guide is due to be updated to take account of recent changes and changing practice. In the interim, to take account of the withdrawal of Code for Sustainable Homes new residential buildings should be designed and constructed to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions.

18.2 The applicant has identified the following measures to achieve the aim of a sustainable development scheme:

- Fabric first approach to energy efficiency.

- Target fabric insulation levels achieving improvements over the Building Regulations Part L 2021 requirements.
- Target fabric air permeability improvement beyond the Building Regulations Part L 2021.
- Efficient space heating systems with programable and thermostatic controls.
- Efficient low energy lighting throughout all spaces.
- Insulated pipework to minimize losses.
- Insulation of potable water reduction methods (low flush cisterns etc.)

18.3 The energy proposals are considered to be acceptable in planning terms subject to a condition that would require development to be implemented in accordance with the proposals in the applicant's submitted statement.

18.4 In NPPF terms, the meeting of the requirement for adequate and satisfactory response to the potential impacts of the scheme is a neutral consideration in the planning balance.

## 19.0 **Air Quality**

19.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. The proposal should not result in unacceptable levels of air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

19.2 The Council has adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low emission boilers within new developments. The Low Emission Strategy is a material planning consideration, but it does not form part of the current local development plan.

19.3 The application site is not situated within an Air Quality Management Area (AQMA), therefore there will not be an unacceptable exposure to air pollution for future occupiers of the development, as such an Air Quality Assessment has not been submitted as part of the application.

19.4 There are identified areas where there could be a temporary impact during the construction phase, such as dust, however these can be mitigated through the approval of a construction management plan.

- 19.5 Further mitigation to reduce air quality is through the provision of EV charging points which will be secured by condition.
- 19.6 On the basis of the above considerations there are no objections in respect of air quality impacts.
- 19.7 In NPPF terms, the meeting of the requirement for adequate and satisfactory response to the potential impacts of the scheme is a neutral consideration in the planning balance.

## 20.0 **Heritage Issues**

- 20.1 As reported above, there are no heritage assets in the vicinity of the proposed scheme and the site does not lie in a conservation area. Therefore, it is considered that these proposals would have no potential impacts on the significance of that heritage asset.

## 21.0 **Land Contamination**

- 21.1 Paragraph 189 of the NPPF sets out that the LPA should ensure policies and decisions ensure a site is suitable for its proposed use taking account of grounds conditions and any risks arising from land instability and contamination. Core Policy 8 states that development shall not be located on polluted land.
- 21.2 The submission is accompanied by a Phase 1 Desk Study carried out by an accredited specialist practice that concludes that the overall risk rating for the site is "Moderate to Low".
- 21.3 The developer's documentation concludes that further additional investigation should be undertaken, including boreholes/probes within areas currently not accessible, dynamic probing at each building plot, precautionary gas monitoring, etc.
- 21.4 Therefore, it is considered that it would be appropriate to impose conditions relating to carrying out the further investigative works required to ensure safety during redevelopment and for future occupiers.

## 22.0 **Infrastructure and Section 106 requirements**

- 22.1 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

- 22.2 The proposals entail the introduction of 33 new residential units. As such, the scheme would trigger affordable housing on site and a financial contribution to education under the Council's policies, as set out in the Developer's Guide.

#### Affordable housing

- 22.3 The NPPF requires that planning policies should specify the type of affordable housing required, and that in most cases this need should be met on-site.
- 22.4 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 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).
- 22.5 The agent has identified that 10no. dwellings are to be Affordable Housing, comprising 9no. x 2-bedroom and 1no. x 4-bedroom entailing 5no. houses in the north-west and south-west of the site layout.
- 22.6 As a policy compliant offer towards Affordable Housing, it is considered that the scheme is acceptable.

#### Education

- 22.7 Given the mix, as set out above at 11.2, the scheme would require the following contributions:
- 9no. 2-bedroom houses - £8,753 per unit = £78,777
  - 20no. 3-bedroom houses - £13,182 per unit = £263,640
  - 4no. 4-bedroom house - £24,187 per unit = £96,748

#### Recreation/Open Space

No contribution is sought in this instance as the proposal provides private amenity space for all units.

#### Highways infrastructure

- 22.8 As set out above in paragraph 6.1, the Highway Authority has identified the need for contributions towards a TRO (to amend the local parking regulations) and towards monitoring the Travel Plan. The requisite figures are £3000 and £3500 respectively.

## Burnham Beeches SAC

22.9 The site lies within the area for contributions under the need for mitigation of Burnham Beeches; so, a sum of £570 per dwelling unit would be required.

### In summary

22.10 In summary, the following Section 106 financial contributions are required:

<b>Financial contributions</b>	
Education	£439,165
Highways (Traffic Regulation Order & Travel Plan issues)	£6,500
Burnham Beeches SAC mitigation	£18,810
<b>Total</b>	<b>£464,475</b>

Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

## **23.0 Presumption in favour of sustainable development/Tilted Balance**

23.1 The application has been evaluated against the Development Plan and National Planning Policy Framework 2023 (NPPF) and the Local Plan Authority (LPA) has assessed the application against the core plan principles of the NPPF and whether the proposals deliver “sustainable development.”

23.2 The LPA cannot demonstrate a Five Year Land Supply and therefore the presumption in favour of sustainable development tilted in favour of the supply of housing, as set out in Paragraph 11 of the NPPF and refined in case law, should be applied.

23.3 In the application of the appropriate balance, it is considered that there are some benefits from the scheme.

- The provision of 33 residential units in a sustainable location should be given substantial positive weight.
- The provision of policy compliant affordable housing and full education contribution should also be given substantial positive weight, especially when acknowledged that it includes family homes in the mix.
- The proposal will bring a long-redundant site back into use, making

the best use of previously developed land which is a benefit that should be afforded moderate positive weight.

- Sustainable energy measures to be secured at the site are a benefit that should be afforded moderate positive weight.
- Initially, the scheme shall create employment at the construction stage, which is given some slight positive weight.
- Subsequently, the occupiers of the proposed accommodation would help to support local facilities and services; so there would be economic benefits arising from the implementation of these proposals, which is given some slight positive weight.

The application includes the provision of financial contributions towards highways/transport infrastructure, which is considered to be a positive benefit.

23.4 As is the case with proposals when para 11 of the NPPF is engaged, the application does present a balanced case.

23.5 Therefore, in coming to a conclusion, officers have given due consideration to the benefits of the proposal in providing a net gain of 33no. dwellings towards the defined housing need at a time where there is not a Five-Year Land Supply within the Borough, as well as, some economic benefits and the positive contribution to the streetscene and character of the area, as a result of the improvement to the quality of the environment. These factors create a range of limited, moderate and considerable benefits which weigh in favour of the development in the planning balance.

23.6 On the basis of the arguments above, it is considered that the benefits of the current scheme would significantly and demonstrably outweigh the identified impacts when assessed against the policies in the Local Development Plan and the NPPF taken as a whole.

#### 24.0 **Equalities Considerations**

24.1 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).

24.2 It is noted that the design details are based on meeting with Part M of the Building Regulations in relation to space standards and occupation by those needing wheelchair access.

24.3 It is considered that there would have been only temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the development was under construction, by virtue of the construction works taking place. People with the following characteristics would have had 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 would have had the potential to cause nuisances to people sensitive to noise or dust. However, measures under other legislation covering environmental health would have been exercised as and when required.

24.4 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.

## 25.0 **PART C: RECOMMENDATION**

25.1 Having considered the relevant policies of the Development Plan set out above, and representations that have been received from consultees and the community, and all other relevant material considerations, it is recommended the application be delegated to the Planning Manager:

A) Approval subject to:

- (i) The satisfactory completion of a Section 106 Agreement to secure policy compliant affordable housing, education and Burnham Beeches contributions, together with funding towards highway issues (including Traffic Regulation Order and Travel Plan), which are required to mitigate the impact of the development.
- (ii) Finalising conditions and any other minor changes;

or

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 30 September 2024 unless a longer period is agreed by the Planning Manager, or Chair of the Planning

Committee.

## 26.0 **PART D: LIST of CONDITIONS and INFORMATIVES**

### 1 Time Limit

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. 151530-STL-P-01; Recd On 29/11/2023
- (b) Drawing No. 151530-STL-P-02; Recd On 29/11/2023
- (c) Drawing No. 151530-STL-P-10; Recd On 29/11/2023
- (d) Drawing No. 151530-STL-P-11; Recd On 29/11/2023
- (e) Drawing No. 151530-STL-P-12; Recd On 29/11/2023
- (f) Drawing No. 151530-STL-P-13 Rev. A; Dated 12.02.2024; Recd On 12/02/2024
- (g) Drawing No. 151530-STL-P-15; Recd On 29/11/2023
- (h) Drawing No. 151530-STL-P-16; Recd On 29/11/2023
- (i) Drawing No. 151530-STL-P-17; Recd On 29/11/2023
- (j) Drawing No. 151530-STL-P-18; Recd On 29/11/2023
- (k) Drawing No. 151530-STL-P-20; Recd On 29/11/2023
- (l) Drawing No. 151530-STL-P-21; Recd On 29/11/2023
- (m) Drawing No. 151530-STL-P-22; Recd On 29/11/2023
- (n) Drawing No. 151530-STL-P-23; Recd On 29/11/2023
- (o) Drawing No. 151530-STL-P-24; Recd On 29/11/2023
- (p) Drawing No. 151530-STL-P-25; Recd On 29/11/2023
- (q) Drawing No. 151530-STL-P-30; Recd On 29/11/2023
- (r) Drawing No. 151530-STL-P-31; Recd On 29/11/2023
- (s) Drawing No. 151530-STL-P-32; Recd On 29/11/2023
- (t) Drawing No. 151530-STL-P-35; Recd On 29/11/2023
- (u) Drawing No. 151530-STL-P-40 Rev. A; Dated 12.02.2024; Recd On 12/02/2024
- (v) Drawing No. 151530-STL-P-41; Recd On 29/11/2023
- (w) Drawing No. 151530-STL-P-50; Recd On 29/11/2023
- (x) Drawing No. 151530-STL-XX-XX-DR-L-09000 PL\_PL01; Dated 17/11/2023; Recd On 29/11/2023
- (y) Drawing No. 151530-STL-XX-XX-DR-L-09101 PL\_PL02; Dated 27/11/2023; Recd On 29/11/2023

- (z) Drawing No. 151530-STL-XX-XX-DR-L-09401 PL\_PL01; Dated 17/11/2023; Recd On 29/11/2023
- (aa) Drawing No. 151530-STL-XX-XX-SP-L-SP002 S3 PL02; Dated 07.11.2023; Recd On 29/11/2023
- (bb) Drawing No. 151530-STL-XX-XX-SP-L-SP003 PL PL01; Dated 17.11.2023; Recd On 29/11/2023
- (cc) Drawing No. 151530-STL-XX-XX-SP-L-SP004 PL PL02; Dated 27.11.2023; Recd On 29/11/2023
- (dd) Arboricultural Assessment by FPCR ref. no. L:\11800\11872\ARB\11872AA Rev. A Final; Dated 14.11.23; Recd On 29/11/2023
- (ee) Daylight & Sunlight Assessment by Herrington Consulting ref. no. Revision 1 Final Issue; Dated 27<sup>th</sup> November 2023; Recd On 29/11/2023
- (ff) Ecological Appraisal by FPCR ref. no. L:\11800\11872\ECO\Eco App\Report\11872EcoApp Rev. B Final; Dated 15.11.23; Recd On 12/12/2023
- (gg) Materials Schedule by Stride Treglown ref. no. U:\151500\1515300\_M01\_231124; Dated 24/11/2023; Recd On 29/11/2023
- (hh) Planning Noise Impact Assessment by Anderson Acoustics ref. no. 6814\_001R\_2-0\_MS Second Issued Version; Dated 23/11/2023; Recd On 29/11/2023
- (ii) Site Investigation Report by Soil Consultants ref. no. 10862/BD; Dated 27<sup>th</sup> November 2023; Recd On 29/11/2023
- (jj) Transport Statement by DHA ref. no. SM/31157; Dated November 2023; Recd On 29/11/2023
- (kk) Draft Travel Plan by DHA ref. no. SM/HB/31157; Dated November 2023; Recd On 29/11/2023

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area in accordance with the requirements of the National Planning Policy Framework 2023 and to comply with the Policies in the Development Plan.

### 3 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) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations which will include a 10% allowance for urban creep.
- iii) 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.
- iv) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.
- v) 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 requirements of the National Planning Policy Framework 2023 and Policy 5 of the Core Strategy for Slough Borough Council 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.

4

#### Drainage (SuDS #2)

No development 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 in accordance with the requirements of the National Planning Policy Framework 2023 and Policy 5 of the Core Strategy for Slough Borough Council by ensuring the satisfactory

means of surface water attenuation and discharge from the site.

## 5 Construction Management Plan (CMP)

Prior to the commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

1. A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Confirmation that construction access shall be taken from Littlebrook Avenue.
3. Construction vehicles and to comply with Euro VI Emissions Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
4. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.
5. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
6. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
7. Details of dust control measures and wheel washing facilities to be provided on site.
8. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location:  
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>.

The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to vehicular traffic and pedestrian highway users in accordance with the requirements of the National Planning Policy Framework 2023 and Policies 7 and 8 of the Core Strategy 2008.

## 6 Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the SITE INVESTIGATION REPORT (Ref no. 10862/BD) dated 27th November 2023 (Rev1), and prepared by Soil Consultants Ltd. 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 in accordance with the requirements of the National Planning Policy Framework 2023 and Policy 8 of the Core Strategy 2008.

## 7 Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full final 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 Phase 3 condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with the requirements of the National Planning Policy

Framework 2023 and Policy 8 of the Core Strategy 2008.

8 Landscaping

The external areas of the development shall be landscaped, as set out on Drawing No. 151530-STL-XX-XX-DR-L-09140 PL\_PL01; Dated 17/11/2023; Recd On 29/11/2023 and Drawing No. 151530-STL-XX-XX-DR-L-09141 PL\_PL01; Dated 17/11/2023; Recd On 29/11/2023 hereby approved and in no other way unless and otherwise approved by the Local Planning Authority.

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 in accordance with the requirements of the National Planning Policy Framework 2023 and Policy EN3 of The Adopted Local Plan for Slough 2004.

9 Landscape Maintenance

The development hereby approved shall not be first occupied until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas shown on the approved landscape plan, and should include a time scale for the implementation and be carried out in accordance with the approved details and retained thereafter.

REASON: To ensure the long term retention of landscaping within the development in accordance with the requirements of the National Planning Policy Framework 2023 and the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

10 Boundary Treatment

The boundary treatment of the development shall be formed as set out on Drawing No. 151530-STL-XX-XX-DR-L-09180 PL\_PL01; Dated 17/11/2023; Recd On 29/11/2023 hereby approved and in no other way unless and otherwise approved by the Local Planning Authority.

On substantial completion of the development hereby approved, the approved scheme for the treatment of the boundaries shall have been carried out. The development shall not be occupied until the approved boundary treatment has been implemented on site and retained thereafter.

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with the requirements of the National Planning Policy Framework 2023, 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).

11 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, Ref P/04628/030 FLOOD RISK AND DRAINAGE STRATEGY 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.

12 Bins & Recycling facilities

The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to Occupation of the development and retained thereafter.

REASON: To ensure that there is adequate refuse and recycling storage to serve the development in accordance with the requirements of the National Planning Policy Framework 2023 and Policy EN1 of

The Local Plan for Slough 2004.

13 Access

No part of the development shall be occupied until the new means of access has been constructed in accordance with details to be approved prior to commencement and constructed in accordance with Slough Borough Council's Design Guide.

REASON: To ensure that adequate access provision is available to serve the development to prevent highway congestion and safety issues and to protect the amenities of the area in accordance with the requirements of the National Planning Policy Framework 2023, Core Policy 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004.

14 Visibility

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

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with the requirements of the National Planning Policy Framework 2023.

15 Layout

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

REASON: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with the requirements of the National Planning Policy Framework 2023.

16 Car Parking Provision

Prior to the development hereby approved first being brought into use, 71 no. car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces are for the sole use of the residents in the development and shall not be used for any

separate business or commercial.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with the requirements of the National Planning Policy Framework 2023, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004.

17 Cycles storage

No part of the development shall be occupied until a secure cycle parking store has been provided for each dwelling in accordance with the approved plans and the standards set out in the Slough Developers Guide. Once laid out and constructed that store shall be retained at all times.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with the requirements of the National Planning Policy Framework 2023, Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

18 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 and retained thereafter.

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 2023.

19 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.

REASON: To ensure the visual character and appearance of the

facades are preserved and to ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual amenities of the area in accordance with the requirements of the National Planning Policy Framework 2023, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices).

20 Permitted Development Rights Removed

Notwithstanding the terms and provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (As amended) (or any order revoking and re-enacting that Order), Schedule 2, Part 1, Classes A, B, C, D and E, no extension to the house hereby permitted or buildings or enclosures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON: The rear garden(s) and parking areas are considered to be only just adequate for the houses of the size proposed. It would be too small to accommodate future development(s) which would otherwise be deemed to be permitted by the provision of the above order. In the interests of ensuring the limited parking provision is unaffected through future development and ensuring amenity standards are retained in accordance with the requirements of the National Planning Policy Framework 2023 and Policies EN1, T2 and H14 of The Adopted Local Plan for Slough 2004.

21 Secure by Design

No development shall take place above slab level until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design Gold Award' accreditation will be achieved 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 behaviour in accordance with the requirements of the National Planning Policy Framework 2023, Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026.

22 Level Access

The ground floor entrance doors to any part of the development shall

have a threshold at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development between the flatted 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 the requirements of the National Planning Policy Framework 2023, 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).

## INFORMATIVES

1. 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](mailto:0350SN&N@slough.gov.uk) for street naming and/or numbering of the unit/s.

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

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 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 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.

3. 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.