

Registration Date:	01 July 2024	Application No:	P/02411/030
Officer:	Alex Harrison	Ward:	Herschel Park
Applicant:	Mr. Sanger, RS Developments (Essex) Ltd	Application Type:	Major
		13 Week Date:	30 September 2024
Agent:	Mr. Peter Stewart, Taggarts 23 Bedford Streey Belfast, Antrim, BT2 7EJ		
Location:	The Grand Heights, (Former Thames Central), Hatfield Road, Slough, SL1 1QE		
Proposal:	Variation of condition 2 (approved plans) of planning permission P/02411/022 dated 23/11/2022 for construction of a side and roof extension to existing building to provide 52 apartments, involving the formation of a fourteen-storey building to amend housing mix of the roof extension from 18 x 1 bed flats and 5 x 2 bed units to 8 x 1 bed flats and 15 x 2 bed units.		

**Recommendation:** Delegate to the Planning Manager



## **1.0 SUMMARY OF RECOMMENDATION**

1.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager:

A) Approval subject to:

- (i) The satisfactory completion of a Deed of Variation to the original Section 106 Agreement to secure additional education contributions to reflect the new approved housing mix.
- (ii) Agreeing pre-commencement conditions, finalising conditions and any other minor changes.

OR

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 2 June 2025 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

1.2 Under the current constitution, this application is to be determined at Planning Committee, as it is an application for the variation of a previously approved major development comprising more than 10 dwellings.

## **PART A: BACKGROUND**

### **2.0 Proposal**

2.1 This application is submitted under Section 73 of the Town and Country Planning Act 1990 as amended. Section 73 allows for applications to be made for permission to develop without complying with a condition or vary conditions previously imposed on a planning permission. The Council can grant such a permission unconditionally or subject to different conditions, or they can refuse the application if they decide that the original conditions should remain.

2.2 In this instance the applicant has sought to apply for permission under section 73 to vary a previously approved scheme at the site which was granted by Members under reference: P/02411/022 following a resolution to approve at the Committee meeting of 23 March 2022 with the decision notice issued on 23 November 2022. The original approval is reference P/02411/022 which granted consent at the site for:

*‘Construction of a side and roof extension to existing building to provide 52 apartments, involving the formation of a fourteen storey building.’*

The variation proposed is a change to the housing mix for the roof extension as per the description of development, this is detailed in Section 10 of this report. The number of units remains the same as approved and there are no external changes to the appearance of the approved building. The changes are made

through internal alterations of each of the affected units which allow for a revised layout that subdivides the space, allowing for additional bedrooms to be created.

- 2.3 The originally approved application was submitted with the following documents:
- Design and Access Statement
  - Transport Assessment
  - Energy Assessment
  - Wind and Microclimate Assessment
  - Daylight and Sunlight Assessment
  - Sustainable Drainage Strategy
  - Planning Statement

### **3.0 Application Site**

- 3.1 The site lies in the Town Centre between the northern and southern limbs of Hatfield Road, which lies off the eastern side of The Grove.
- 3.2 The proposals relate to a 10-storey building formally used as offices, which is now converted to residential accommodation under the Prior Approval process. That project, SBC ref: F02411/021, provided 153 residential units
- 3.3 Vehicular access to the site is only from the north - off that part of Hatfield Road that runs behind the High Street.
- 3.4 There are five levels of the existing building that provide for car parking, cycle storage and refuse and recycling facilities – lower and upper basement (which are sub-terranean), ground floor, upper ground floor and first floor. These are all accessed from the northern access road.
- 3.5 The access for the existing residential accommodation is from the formal double height reception on the southern side.
- 3.6 To the north - across the service access road - lies the rear service yards of premises fronting the south side of the High Street. Some of these are being redeveloped and/or converted with mixed uses resulting in retail or commercial at ground floor facing the High Street and residential above with views south to the application site.
- 3.7 To the south lies two-storey dwelling houses - Nos. 15 – 21 Merton Road- whose rear gardens extend to the boundary on the south side of Hatfield Road.
- 3.8 To the west, adjacent to the site, lies a 10-storey modern commercial building; namely, Patriot Court, 1-9 The Grove – now known as The Switch. This scheme is some 8.6 metres taller than the existing Thames Central property.
- 3.9 To the east lies the Hatfield Road car park. This abuts the lower 3/4 storeys of the application premises. Its vehicular access lies on the south side. There is a pedestrian access on the north side with an undercroft passage link directly to High Street.
- 3.10 The site lies within an area designated as the Town Centre, as set out on the Proposals Plan; the site is not in a Conservation Area; the existing property is not a Listed Building; there are no trees on the site or those adjoining; and, it

does not lie in a Flood Zone (site is located in Flood Zone 1) requiring a Flood Risk Assessment.

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

4.1 Relevant site history relating to this site is as follows:

P/02411/022

Construction of a side and roof extension to existing building to provide 52 apartments, involving the formation of a fourteen storey building.  
Approved 23 November 2022.

4.2 Prior to this, the relevant planning history is as follows:

- F/02411/021 Prior approval for change of use from offices (B1a) to form 153 apartments.  
Prior Approval Required and Approved – 16/10/2019.
- F/02411/016 Prior approval for change of use from offices (B1a) to form 146 apartments.  
Prior Approval Required and Approved – 03/08/2018
- F/02411/014 Prior approval for change of use from offices (B1a) to form 147 apartments.  
Prior Approval Required and Approved – 06/06/2017
- P/02411/011 Change of use to part of 8th floor and additional first floor space as offices and construction of additional parking level.  
Approved, subject to conditions – 27/04/98.
- P/02411/010 Demolition of existing offices and erection of part 8, part 9 storey offices and ancillary car parking.  
Approved, subject to conditions – 14/02/94.
- P/02411/009 Demolition of existing offices & redevelopment of 7 storey associated office block with car parking.  
Approved, subject to conditions – 22/03/93.
- P/02411/008 Redevelopment to provide B1 office accommodation.  
Approved, subject to conditions – 18/05/90.

#### **5.0 Neighbour Notification**

5.1 Due to the development being a major application, in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) site notices were displayed on 29/07/2024 and a press advert in The Slough Express was published on 12/07/2024.

5.2 No representations have been received.

## **6.0 Consultations**

Given the variation proposed, which only relates to the internal layout of the building and window positions, it is not considered that consultation is required with any other external or internal consultees. For easy, the previous comments provided for P/02411/022 are included below by consultees.

### **6.1 Local Highway Authority**

No comments received, comments on the original application included below:

These are the final comments provided by SBC Highways and Transport for application P/02411/022 at Thames Central. A Transport Statement produced by Savi Designs was submitted as part of the application. Additional amendments were requested by SBC Highway's and Transport on 31st January 2022 and 9<sup>th</sup> February 2022.

#### Vehicle Access

Vehicular access would be provided using the existing vehicle access to the building. Collision data publicly available in CrashMap.co.uk shows no accidents were recorded during the most recently available 5 year period. Therefore there is no indication that the existing access junction has an existing highway safety problem.

At the request of SBC, the applicant has provided a drawing (Drawing No. SK100, titled 'Site Layout Plan', dated 02/02/2022) of the existing site access which demonstrates visibility splays of 2.4m x 43m can be provided from the site access in accordance with Manual for Streets requirements for a 30mph speed limit.

SBC Highways and Transport have no objection to the continued use of the existing vehicular access for the planning application.

#### Trip Generation

The Transport Statement includes a forecast of vehicular trip generation. The TS forecasts that the proposed 52 dwellings would generate 13 two-way trips during the AM Peak Hour and 14 two-way trips during the PM Peak Hour. SBC Highways and Transport have no objection to the proposed development on the basis of vehicular trip generation. The additional 52 dwellings are unlikely to have more than a negligible impact on the capacity of the local highway network.

#### Access by Sustainable Travel Modes

The proposed development site can be considered an accessible location which sits on the boundary of Slough's Town Centre Commercial Core Area (TCCA). The site is situated approximately 150m from Slough High Street, 900 metres from Slough Train Station, 950m from Slough Bus Station. The nearest bus stops to the site are on Slough High Street, 180m from the site where the 81 Bus Service provides a service every 12 minutes between Hounslow and Slough.

#### Car Parking

SBC Highways and Transport have no objection to the proposed parking ratio of 0.47 parking spaces per dwelling. The site is in a location close to the High

Street and forthcoming Slough Central redevelopment, where there is the possibility to walk for a number of journey purposes.

97 parking spaces would be provided on site to serve a total of 205 dwellings including the proposed 52 units and 153 units consented under a previous prior approval scheme. This equals a ratio of 0.47 parking spaces per dwelling.

The site is located on the border of the defined Town Centre Area within the Slough Local Development Framework and Slough Core Strategy (2006 – 2026). The adopted SBC Parking Standards state that nil parking provision maybe acceptable for residential developments located within the accessible Town Centre Area.

SBC Highways and Transport have previously granted planning permission for developments with comparable low parking ratios in close proximity to the proposed development.

#### On-Street Parking

Hatfield Road and the roads surrounding the proposed development site are subject to parking restrictions Monday to Saturday between 09:00 – 17:00 with pay machine bays allowing parking for upto three hours, with no return within three hours. Therefore there is unlikely to be any overspill of parked vehicles onto the surrounding road network and parking associated with visitors could be accommodated in the nearby pay and display bays.

#### EV Charging

The applicant has confirmed that the proposed development will include EVCP for 30 car parking spaces as stated in the Design and Access Statement, which would mean 30% of spaces on site are provided with EVCP.

The applicant has confirmed implementation of a communal parking layout where 97 dwellings are provided with the 'right to park' one vehicle each but are not allocated a specific parking space. This is to allow flexible access to EV Charging Points, given provision is less than 1 EVCP per dwelling.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of 1 EVCP per dwelling where parking spaces are allocated/dedicated to a dwelling and allows a minimum of 10% of spaces to be fitted with EVCP where a communal parking layout is proposed. Therefore a communal parking layout should be implemented for a select number of residents with the right to park.

#### Cycle Parking

The submitted site layouts display a total of 205 covered, secure cycle parking spaces and at the request of SBC have provided covered visitor cycle parking providing 10 spaces, which will provide cycle parking for visitors to the development or Deliveroo riders.

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

#### Deliveries, Servicing and Refuse Collection

The applicant has agreed to the provision of a loading bay on Hatfield Road to ensure that delivery vehicles do not block the public highway. The proposed delivery bay is shown on the following drawing: DELIVERY VEHICLE TRACKING – Drawing No. SK101, dated 17/02/2022. This satisfies SBC's

request dated 09/02/2022 for a delivery bay to reduce the possibility of delivery vehicles blocking the public highway which is necessary given Hatfield Road is a busy road serving Hatfield Road Car park. SBC Highways and Transport require the applicant to make a Section 106 Contribution of £3000 towards the Traffic Regulation Order for the new loading bay and to enter into a Section 278 agreement for the works within the public highway.

#### Summary and Conclusions

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

#### **6.2 Thames Water**

No comments received, previously raised no objections subject to conditions.

#### **6.3 SBC Environmental Officer**

Raised no objections subject to a new informative advising glazing installations should achieve acceptable amenity standards for residents.

#### **6.4 Lead Local Flood Authority**

We conclude that the condition 2 is not related to surface water drainage.

This letter serves to confirm that no comments are necessary.

#### **6.5 Resilience and Enforcement**

No comments received.

#### **6.6 Crime Prevention Design Advisor**

No comments received, previously raised no objections subject to conditions.

### **PART B: PLANNING APPRAISAL**

#### **7.0 Policy Background**

##### **7.1 Slough Local Development Plan and the National Planning Policy Framework (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 current version of the National Planning Policy Framework (NPPF) was published in December 2023. Significant weight should be attached to the policies and guidance contained within the NPPF particularly where the policies and guidance within the Development Plan are out-of-date or silent on a particular matter. Relevant sections of the NPPF are outlined below. However, before doing so officers first identify the relevant policies in the Development Plan, which is the starting point of an assessment of the

application, which is consistent with the statutory test in section 38(6) as above. The weight to be attached to the key Development Plan policies, and an assessment of the proposal against them, is set out within this report.

## 7.2 National Planning Policy Framework 2023 and National Planning Policy Guidance:

- Section 2: Achieving sustainable development
- Section 4: Decision Making
- Section 5: Delivering a sufficient supply of homes
- Section 8: Promoting healthy communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

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

- Core Policy 1 – Spatial Strategy
- Core Policy 3 – Housing Distribution
- Core Policy 4 – Type of Housing
- Core Policy 7 - Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural, built and historic environment
- Core Policy 10 – Infrastructure
- Core Policy 11 - Social cohesiveness
- Core Policy 12 – Community Safety

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

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- H9 – Comprehensive Planning
- H13 – Backland/Infill Development
- H14 – Amenity Space
- T2 – Parking Restraint
- T8 – Cycle Network and Facilities
- T9 – Bus Network and Facilities
- OSC15 – Provision of Facilities in new Residential Developments

## Other Relevant Documents/Guidance

- Local Development Framework Site Allocations Development Plan Document
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map 2010
- Nationally Described Space Standards
- Slough Borough Council's Draft Low Emission Strategy (LES 2017-25)
- DEFRA Local Air Quality Management Technical Guidance TG (16)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017



### 7.3 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 sets 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.

### 7.4 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.

### 7.5 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 Regulation 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.

## **8.0 Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of development
- Design and impact on the character of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development inc. noise/disturbance
- Land contamination
- Transport, highways and parking
- Tree and ecology
- Flooding and drainage
- Infrastructure and affordable housing
- Equalities considerations
- Planning balance

## **9.0 Principle of development**

9.1 An application can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission.

9.2 The principle of development was established through the original granting of planning permission under ref P/02411/022. The applicant can apply for an amendment to the extant scheme permission, under S73 of the Town and Country Planning Act (As Amended). Section 73 of the Act can be used, amongst other things, to approve amendments to an existing planning permission by amending a condition (or conditions) upon which the permission was granted. In law, a section 73 application results in the grant of a new planning permission affecting the same site that is subject to the relevant amended conditions.

9.3 This material amendment procedure was confirmed by the Government as appropriate in 2009 when it streamlined the procedure for section 73 applications and issued accompanying guidance on how best to achieve flexibility with planning permissions by allowing material amendments to planning permissions without the need for the submission of entirely new planning applications. The overriding purpose of the streamlined procedure and guidance was to avoid the burden that would fall on both planning authorities and developers if a fresh planning application had to be submitted every time that a development is materially amended.

9.4 The guidance is now contained in the Department for Levelling Up, Housing and Communities' National Planning Practice Guidance. Amongst other things the guidance states that a material amendment is likely to include any amendment whose scale and/or nature results in a development which is not substantially different from the one which has been approved. Relevant and recent case law on this matter indicates that the section 73 route can be applied to determine amendments which do not result in a "fundamental" change to an approved development. It should also be noted that the proposals do not seek to amend the description of development, which cannot be secured by way of an application under section 73.

9.5 The submission of the section 73 application does not give an opportunity to reassess the previously determined proposal.

9.6 In this instance the proposed variations are to the approved housing mix which is elaborated upon below. There is no increase in unit numbers overall and no external changes to the building. Therefore, in principle, the development is considered to be of the same nature as originally approved and the principle of making the application is acceptable as provision is made for it within the section 73 1990 Act.

9.7 In accordance with the section 73 procedure, the variation of condition 2 pursuant to the extant planning permission would necessitate the need to issue a new planning permission with the time limit remaining the date of the original planning permission (dated 22 November 2022). The new planning permission would take the same form as the extant scheme, although it would have a new reference number and with regards to the conditions refer to the section decision notice (19.0) of this report.

## **10.0 Supply of Housing**

10.1 The extant Core Strategy covers the 20 year plan period between 2006 and 2026. Core Policy 3 sets out that a minimum of 6,250 new dwellings will be provided in Slough over the plan period, which equates to an average of 313 dwellings per annum. Core Policy 3 states that proposals for new development should not result in the net loss of any existing housing.

10.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework, the Local Planning Authority cannot demonstrate a Five-Year Land Supply. The proposal for 52 residential units was previously determined to make a contribution to the supply of housing, it is evident that the units can be brought forward quickly as the works have been undertaken on the conversion of the lower floors. There is no change in this position with this current application.

10.4 The housing mix for the part of the scheme that is subject to this application as previously approved was:

- 24no x 1 bed flats
- 20no x 2 bed flats
- 8no. x 3 bed flats

The roof extension permitted the following housing mix:

- 18no x 1 bed flats
- 5no x 2 bed flats

The application proposes a variation to the roof extension element to propose a new housing mix of:

- 8no x 1 bed flats
- 15no x 2 bed flats

The proposal therefore results in the reduction of 10 number 1-bed flats in favour of 10 number 2-bed units.

The overall housing mix on the development would therefore be:

- 14no x 1 bed flats
- 30no x 2 bed flats
- 8no. x 3 bed flats

The overall number of units is still 52.

10.5 There are no objections in this respect as a result. The revised housing mix is considered to be an improvement on the original approval as it would provide units that could be more accommodating for smaller families in a central location.

## **11.0 Design and Impact on the Character of the Area**

11.1 In relation to achieving well-designed and beautiful places, the National Planning Policy Framework states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

11.2 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.

11.3 Further to this, Core Policy 8 of the Core Strategy sets out that in terms of design, all development should:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.*

11.4 As stated, the proposal does not result in any physical change to the approved building externally with all changes accommodated internally. As a result, there are no objections in respect of the impact on the character of the area and the proposal continues to be acceptable in light of Policy 8 of the Core Strategy and the requirements of the National Planning Policy Framework.

## **12.0 Impact on amenity of neighbouring occupiers**

12.1 Paragraph 135 of the National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users. Core Policy 8 requires new development proposals

to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship to nearby properties.

12.2 The nature of the proposal means that there are no changes to the outlooks of the proposed units and therefore there is not change to amenity considerations from the original approval and no issues are identified.

12.3 On the basis of the considerations above, the proposal is therefore still acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan and the NPPF.

### **13.0 Living conditions for future occupiers of the development**

13.1 The National Planning Policy Framework 2023 states that planning should create places with a high standard of amenity for existing and future users.

13.2 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."*

13.3 All of the units would meet the Council's internal space standards, as set out in the Technical Housing Standards – nationally described space standard 2015 and some of the properties are large which provides a degree of variety in space for the small units.

13.4 The circumstances regarding amenity space are the same as previously approved and requirements do not change as a result of this application.

13.5 There are no objections to the proposal in respect of amenity provision for residents and the proposal is considered to be acceptable in light of Core Policy 8.

### **14.0 Transport, Highways and Parking**

14.1 The National Planning Policy Framework states that planning should seek to locate development 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. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 115 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*.

14.2 At the time of drafting this report no comments have been received from Highways Officers.

14.3 The original application provided (when combined with the consent for the lower floors, F/02411/021) 151 parking spaces and 218 cycle parking spaces. This was considered acceptable by Highway Officers and these provisions remain unchanged as a result of this application.

14.4 The change of 10 of the approved units from 1-bed to 2-bed flats is considered to have a negligible impact on parking requirement, requiring an increase in 5 spaces overall, and no objections are raised as a result.

14.5 Access arrangements remain the same as previously approved.

14.6 Based on the above, and the conditions set out below, the proposal is considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

#### 15.0 **Trees and Ecology**

15.1 Paragraph 186 of the NPPF 2023 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. There is no requirement for this application to consider BNG regulations as it is exempt due to it being a S73 application for a planning permission that was granted before 12 February 2024.

15.2 The application submitted relates to an existing planning consent and is therefore exempt from BNG requirements.

15.3 The proposed development will deliver soft landscaping in accordance with the original approval through the provision of roof gardens.

#### 16.0 **Drainage considerations**

16.1 The site is located within flood zone 1 and therefore flood risk is minimal.

16.3 There is no change to drainage requirements through the consideration of this application.

#### 17.0 **Infrastructure and Affordable Housing**

17.1 The application proposes a variation of housing mix, here is no increase in unit numbers. The original application, P/02411/022, was granted following the completion of a legal agreement.

17.2 The agreement secured the following:

- 12 affordable housing units (6no 3-bed and 6no 2-bed)
- Education contribution of £156,856.00
- Highways contribution (£3,000) towards a traffic regulation order to ensure a loading bay is formed on Hatfield Road.

17.3 This current application, if approved would be subject to the obligations in the original S106 agreement however the proposal results in a change to bedrooms mix on the development which, in turn, results in an increase in education contribution requirement.

The proposal affects 10 of the original approved 1 bed units and under the Developer's Guide these units would contribute £9,030 (£903 per unit) of the overall education contribution. By effectively enlarging these to 2-bed units it

raises the overall contribution requirement to £48,280 (4,828 per unit) which means the sum secured in current S106 agreement would fail to address the infrastructure impacts arising from the proposed development

17.4 However, it is possible to address these impacts and secure the I required additional contributions through a Deed of Variation to the original agreement and this is reflected in the recommendation to Members. The applicant was made aware of this and agrees to the requirement.

## 19.0 **Equalities Considerations**

19.1 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 (eg: 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).

19.2 The proposal would provide the same number of dwellings on the site which will be built to Building Regulation standards, these provisions are considered appropriate and would comply with local and national planning policies.

19.3 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, including those with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development e.g.: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction environmental management plan to mitigate the impact and minimise the extent of the effects. This is secured by condition.

19.4 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.

## 20.0 **Burnham Beeches Special Area of Conservation (SAC)**

20.1 The site is located approximately 5.5km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as proposed within the evidence base

carried out by Footprint Ecology. However, at the time of the determining the original planning application at Planning Committee, the Burnham Beeches Strategy was not adopted by the Council, and as the proposal relates to an existing extant permission it is not considered reasonable to apply the requirements of Habitat Regulations Assessment provision for this scheme via a section 73 application.

## 21.0 **Planning Balance**

- 21.1 The application has been evaluated against the Local Development Plan and the National Planning Policy Framework 2023 (NPPF) and the Local Planning Authority (LPA) has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”
- 21.2 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.
- 21.3 The original application (ref: P/02411/022) was granted planning permission as it was deemed to amount to sustainable development. This application does not adversely affect the previous scheme and it retains the same number of units as previously approved but improves the housing mix to provide 10 further 2 bed units at the expense of 10no 1-bed units by providing units that potentially caters for family ownership. This is a further benefit to the proposal and therefore it is considered that the benefits of the current scheme would outweigh the identified impacts when assessed against the policies in the Local Development Plan and the National Planning Policy Framework taken as a whole.

## 22.0 **Conditions**

- 22.0 The granting of planning permission for this application would result in a production of a new decision notice which would repeat all previous conditions. None of the previous conditions that require details to be submitted and approved have been addressed and therefore they can all be reproduced for the new notice. A variation to the original condition 1 (time limit) shall be applied as a S73 application cannot grant a new 3 year implementation period for a scheme. This condition will be varied to reflect the original approval date and is drafted in the section below.

## 23.0 **PART C: RECOMMENDATION**

- 23.1 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager:

A) Approval subject to:

- (iii) The satisfactory completion of a Deed of Variation to the original Section 106 Agreement to secure additional education contributions to address the impacts arising from the proposed housing mix.



- (iv) Agreeing pre-commencement conditions, finalising conditions and any other minor changes.

OR

B) Refuse the application if the completion of the Section 106 Agreement is not finalised by 2 June 2025 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

## 23.0 PART D: RECOMMENDED CONDITIONS

### 23.1 CONDITIONS:

#### 1. Time Limit

The development hereby permitted shall be commenced before 23 Novembre 2025.

REASON: To reflect the implementation restriction of the original consent and 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. 1908 (P-)00, Dated SEPT 20, Recd On 02/08/2021
- (b) Drawing No. 1908 (0-) 01 Rev. B, Dated 26.07.21, Recd On 02/08/2021
- (c) Drawing No. 1908 (0-) 02 Rev. B, Dated 19.07.21, Recd On 02/08/2021
- (d) Drawing No. 1908 (0-) 03 Rev. B, Dated 19.07.21, Recd On 02/08/2021
- (e) Drawing No. 1908 (0-) 04 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (f) Drawing No. 1908 (0-) 05 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (g) Drawing No. 1908 (0-) 06 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (h) Drawing No. 1908 (0-) 07 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (i) Drawing No. 1908 (0-) 08 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (j) Drawing No. 1908 (0-) 09 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (k) Drawing No. 1908 (0-) 10 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (l) Drawing No. 1908 (0-) 11 Rev. B, Dated 27.06.24, Recd On 05/11/2024
- (m) Drawing No. 1908 (0-) 12 Rev. B, Dated 27.06.24, Recd On 05/11/2024
- (n) Drawing No. 1908 (0-) 13 Rev. B, Dated 27.06.24, Recd On 05/11/2024
- (o) Drawing No. 1908 (0-) 14 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (p) Drawing No. 1908 (0-) 15 Rev. B, Dated 27.06.24, Recd On 05/11/2024
- (q) Drawing No. 1908 (0-) 16 Rev. C, Dated 26.07.21, Recd On 02/08/2021
- (r) Drawing No. 1908 (0-) 17 Rev. B, Dated 26.07.21, Recd On 02/08/2021
- (s) Drawing No. 1908 (0-) 18 Rev. A, Dated 08.07.21, Recd On 02/08/2021
- (t) Drawing No. 1908 (0-) 20, Dated 22/02/21, Recd On 02/08/2021
- (u) Drawing No. 1908 (0-) 21, Dated 22/02/21, Recd On 02/08/2021
- (v) Drawing No. 1908 (0-) 22, Dated 22/02/21, Recd On 02/08/2021
- (w) Drawing No. 1908 (0-) 23 Rev A, Dated 04/11/2024, Recd On 05/11/2024
- (x) Drawing No. 1908 (0-) 24 A, Dated 04/11/2024, Recd On 05/11/2024
- (y) Drawing No. 1908 (0-) 25 A, Dated 04/11/2024, Recd On 05/11/2024

(z) Drawing No. 1908 (0-) 26, Dated 15/02/22, Recd On 17/02/2022  
(aa) Drawing No. 1908 (0-) 32, Dated NOV 2021, Recd On 02/12/2021  
(bb) Drawing No. SK100, Dated 02/02/22, Recd On 17/02/2022  
(cc) Drawing No. SK101, Dated 17/02/22, Recd On 17/02/2022  
(dd) Unnumbered/undated NE street view, Recd On 02/12/2021  
(ee) Unnumbered/undated NW street view, Recd On 02/12/2021  
(ff) Unnumbered/undated NW rear street view, Recd On 02/12/2021  
(gg) Unnumbered/undated SE street view, Recd On 02/12/2021  
(hh) Unnumbered/undated SW street view, Recd On 02/12/2021  
(ii) Unnumbered/undated SW rear street view, Recd On 02/12/2021  
(jj) Unnumbered/undated CGI Front elevation, Recd On 02/12/2021  
(kk) Unnumbered/undated CGI NE elevation, Recd On 02/12/2021  
(ll) Unnumbered/undated CGI NW elevation, Recd On 02/12/2021  
(mm) Unnumbered/undated CGI Rear elevation, Recd On 02/12/2021  
(nn) Unnumbered/undated CGI SE elevation, Recd On 02/12/2021  
(oo) Unnumbered/undated CGI SW elevation, Recd On 02/12/2021  
(pp) Undated document ref: 18-57 showing new northern entrance, Recd On 01/02/2022  
(qq) Undated document ref: 20-37 showing new northern entrance, Recd On 01/02/2022  
(rr) Design & Access Statement by WDR & RT Taggart ref. no. Revised Issue 3, Dated July 2021, Recd On 02/08/2021  
(ss) Daylight & Sunlight Report by SchroedersBegg ref. 200/DH, Dated May 2020, Recd Recd On 01/10/2020  
(tt) Energy Assessment by Energy Test Ltd., Dated 17/09/2020, Recd On 01/10/2020  
(uu) Planning Statement by Freeths., Dated September 2020, Recd On 01/10/2020  
(vv) Supplementary Daylight & Sunlight Statement by SchroedersBegg ref. 200/DH, Dated 26th July 2021, Recd On 02/08/2021  
(ww) Transport Statement by Savi Designs ref: version 3, Dated 23 September 2020, Recd On 01/10/2020  
(xx) Wind and MicroClimate Assessment by FD Global Ltd., Dated 18 May 2020; Recd 01/10/2020

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

### 3. New finishes to building works

Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

### 4. Details of elevations

No development shall commence above ground floor level until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows and doors (including frames and reveals); down pipes; edging details to flat roofs; lift over-runs; balustrades and balconies; external guttering; canopies; any rooftop structures including flues, satellite dishes, plant, lift overruns, cleaning cradles; have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021)

#### 5. Construction Management Plan

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. 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 highway users and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2023

#### 6. Crime Prevention

A written strategy for access control and the timetable for accreditation under the Secured by Design procedures shall be submitted to and approved in writing by the local planning authority prior to first occupation. Development shall be carried out in accordance with the approved details.

REASON: In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 (saved policies) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2023.

#### 7. Thames Water infrastructure

No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3.

All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development.

#### 8. Hard & Soft Landscaping

Prior to first occupation of the development hereby permitted, a scheme for landscaping of the roof top terrace shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. details of all hard surfacing;
- b. details of all boundary treatments;
- c. details of all proposed planting, including numbers and species of plant, and details of size and planting method of any trees.
- d. details of garden maintenance equipment storage and irrigation points
- e. details of biodiversity gains including but not limited to bird boxes, insect hotels and bat boxes where appropriate and as recommended by the project ecologist.

All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

#### 9. Refuse/recycling facilities

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

REASON: To ensure that there is adequate storage facilities available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2023.

#### 10. External Lighting

No part of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON: To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2021).

#### 11. Obscured Glazing

Windows annotated as having obscure glazing on the approved plans shall be provided in situ prior to occupation of the development and shall be retained at all times in the future for this purpose. These window openings shall be obscurely glazed in accordance with a sample which shall be submitted to and approved in writing by the Local Planning Authority prior to the substantive completion of the development hereby approved and any opening section shall be high level at a minimum height of 1.7 metres above the finished internal floor level.

REASON: To maintain the privacy of the amenity of adjacent residential occupiers in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

#### 12. Car Parking Provision

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

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway and to ensure adequate car parking to serve the development in accordance with Policy T2 of the adopted local Plan for Slough 2004

#### 13. Car Park Management Plan

No part of the development hereby permitted shall be occupied until a car park management scheme relating to the use by any occupier of the existing and the extended premises has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include measures:

- a) To ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
- b) To ensure spaces are not permanently linked to dwellings.
- c) Stating how 30 electric vehicle charging point spaces will be made available to residents with plug-in vehicles.
- d) How use of charging point spaces by non plug-in vehicles will be restricted.
- e) To set out the allocation of any visitor spaces.

No dwelling shall be occupied until the car park management scheme has been implemented as approved. Thereafter, the allocation and use of car parking spaces shall be in accordance with the approved scheme.

REASON: to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2023.

#### 14. Cycling Facilities

Prior to the occupation of the development hereby permitted details of the cycle parking provision (to include housing/enclosure and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2023 and to meet the objectives of the Slough Integrated Transport Strategy.

#### 15. Visibility Splays

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

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

#### 16. EV Charging Facilities

Prior to the occupation of the development hereby permitted, the residential car parking provision shall be provided, to include a total of 30 electric vehicle charging points. The residential electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0.7kW 30amp single phase, in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure vehicle parking is provided and encourage up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework 2023.

#### 17. No further 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 the [flank and rear] elevations of the development without the prior written approval of the Local Planning Authority.

REASON: In the interests of the visual amenity of the area and accordance with Policy EN3 of The Local Plan for Slough 2004 and to minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

18. No Impediment to Access

No barriers, gates, etc shall be erected at the vehicular access without first having obtained the written approval of the local planning authority.

REASON: In the interests of amenity and general highway safety in accordance with Core Policy 7 of the Slough Local Development Framework Core Strategy Development Plan Document December 2008.

19. Level Access

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

REASON: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework 2023.

**INFORMATIVE(S):**

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre-application discussions and seeking amendments. 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 and it is in accordance with the National Planning Policy Framework.

2. An Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) has been entered into with regards to the application hereby approved.

3. 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.

4. During any demolition and all construction on site:-

(a) The best practical means available in accordance with British Standard Code of Practice B.S. 5228:1984 shall be employed at all times to minimise the emission of noise from the site.

(b) The operation of site equipment generating noise and other nuisance causing activities audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 to 1700 on Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays or Public Holidays.

(c) At all times vehicular access to properties adjoining and opposite the application site shall not be impeded.

(d) No waste or other material shall be burnt on the application site.

(e) A suitable and sufficient means of suppressing dust and fumes must be provided and maintained on the site and used so as to limit the detrimental effect of construction works on adjoining residential properties.

(f) No mud or other dirt shall be allowed to get onto the public highway where it could cause a danger to pedestrian and other road users.

5. The applicant will need to apply to the Council's Local Land Charges on 01753 477316 or email to [0350SN&N@slough.gov.uk](mailto:0350SN&N@slough.gov.uk) for street naming and/or numbering of the unit/s.

6. 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.

7. 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.

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

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

10. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

11. 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.



12. In relation to condition 6 above, the developer should consider and follow the advice below:

- All external and internal communal entrance doors must meet the requirements of the minimum physical security requirements of building regulation Part Q. They must also include electronic remote release locking systems with audio/visual link to each apartment capable of capturing and recording images of individuals using the entry panel. Lift/stair core access must be controlled so residents only have access to the floor on which they reside. Any secondary security doors sets that isolate each core from private residential corridors must also be controlled by a remote release system with audio link to units. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access whilst maintaining their own security.
- The system must provide compartmentalisation of each floor within the development, and from the parking level, and cover each of the following;
  - (a) External Communal entrance: All external and internal Communal entrance doors should be controlled via the use of electronic remote release locking systems with audio/visual link to each apartment. The system must be capable of recording images and storing them for a minimum of 30 days.
  - (b) Secure communal lobbies: Any internal door sets should meet the same specification as above
  - (c) Vehicle under croft parking roller shutters: These must be robust and secure, electronic access controlled capable of being operated without the drives having to leave their vehicle.
  - (d) Cycle storage facilities: theft of valuable cycle is a growing concern, integral communal bicycle stores within blocks of flats should be accessible only by those with legitimate use, fitted with a secure electronic access control doorsets.

