

Registration Date:	21 st October 2021	Application No:	P/03444/003
Officer:	Neil Button	Ward:	Cippenham Green
Applicant:	Bath Road Ltd	Application Type:	Major
Agent:	GAA Design Suite 1, First Floor, Aquasulis, 10-14 Bath Road, Slough, SL1 3SA	13 Week Date:	6 th January 2022
Location:	HSS Tool Hire Shop, 375 Bath Road, Cippenham, SL1 5QA		
Proposal:	Demolition of existing commercial (Class E use) building and erection of a new 4-8 storey development accommodating 91 Class C3 self contained apartments with associated podium level amenity space, balconies and roof terraces, new vehicular access to ground level undercroft car park, plant rooms, bin and bicycle stores and installation of Public Electric Vehicle Charger and Servicing/Loading Bay. (Revised Plans and Documents submitted 12.09.2022. Revised Description of Development)		

Recommendation: Delegate to Planning Manager for approval



PART A - SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies of the Development Plan along with all other material considerations set out below, and the representations received from consultees and the community, in the case of Recommendation Parts A and B it is recommended the application be delegated to the Planning Manager for:

Recommendation A: Approval subject to:

- (i) the satisfactory completion of a Section 106 Agreement to secure affordable housing with review mechanisms, financial contributions towards education improvements sustainable transport and air quality improvements, Burnham Beeches SAC mitigation, Travel Plans, and provision of all necessary off-site s278 highways works to mitigate the impact of the development on the local highways network;
- (ii) Further to discussions already held with Natural England and as set out in this report, formal adoption by the Council (being the competent authority) of an appropriate assessment pursuant to the Habitats Regulations in order to conclude upon the likely impact of the development on the Burnham Beeches Special Area of Conservation (SAC) and the final form of any mitigation that is necessary to address that impact either: (i) by the Planning Manager acting in consultation with the Chair of the Planning Committee; or (ii) if considered necessary by the Planning Manager acting in consultation with the Chair of the Planning Committee, by being referred to a future meeting of the Planning Committee.
- (iii) finalising conditions [and any other minor changes].

OR

Recommendation B: Refuse the application if the Section 106 Agreement is not completed by 31st March 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee;

- 1.2 The application is being brought to Committee for decision as it comprises a major development.

PART B - PLANNING ASSESSMENT

2.0 Site Description

The Site and Surroundings:

- 2.1 The site comprises former HSS Tool Hire shop at 375 Bath Road which consists of a vacant single level warehouse style building set back from Bath Road behind a parking forecourt (served by a vehicular access). Stowe Road is located immediately to the west.
- 2.2 The building comprises a flat roofed block at the site frontage with two adjoining parallel pitched corrugated roof structures to the south. The rear of the building faces onto a small servicing yard with access gates behind a bricked wall. The eastern block backs onto the northern flank wall of No. 1 Stowe Road which comprises a one and a

half storey bungalow which has been recently extended to create additional accommodation within the roof space.

- 2.3 The Site is located on the southern side of Bath Road approx. 200m from the junction of Burnham Lane to the west
- 2.4 Surrounding the site, on Bath Road are a range of retail or employment uses, the majority of which are occupied by car showrooms (Volvo, Skoda/Seat), or warehouse style retail outlets/showrooms (eg: Better beds, Sports Direct/Dreams, Himalayan Carpets, Halfords etc).
- 2.5 The property to the east comprises a Skoda/Seat car showroom which contains a large open parking/display area. The property on the opposite side of Stowe Road to the west is the Sports Direct/Dreams Retail Stores which frontage is perpendicular to Bath Road and fronts onto a car parking area. There is an Esso Petrol Station located to the west of Sports Direct/Dreams with an associated shop.
- 2.6 This part of Bath Road comprises two lanes in both directions with the majority of sites accessed by separate vehicular accesses and contain open car parking areas.
- 2.7 The area to the south comprises a predominantly low rise residential area with bungalows and one and a half storey buildings on Stowe Road and Masons Road.
- 2.7 The site is designated in the Council's Core Strategy 2006-2026 as an Existing Business Area and is also located within a Selected Key Location (SKL01) for Comprehensive Regeneration. The Cippenham Bath Road and Elmshot Lane Local Shopping Parades are located a short distance from the site to the west. Burnham Rail station is located a short walk to the north on Station Road less than 10mins walk away. Bath Road Retail Park is located to the east on the northern side of Bath Road.
- 2.8 The site is located entirely within Flood Zone 1 with Flood Zones 2/3 located a short distance away to the east of the site.

3.0 **Planning History:**

- 3.1 The relevant planning history for the site is set out below:

P/03444/001: Change Of Use To Depot for Storage Distribution Servicing and Hire of Building and Domestic Equipment together with Alteration to the External Appearance of the building (As Amended 6th March 1989). Approved 19th April 1989.

P/03444/002: Installation of two illuminated free standing panel signs and an illuminated heading board (amended plans received on 23.11.89). Approved 13th December 1989.

Site History of adjoining site (to the south) at 1 Stowe Road:

- 3.2 P/10627/001: Construction of side dormers and raising roof to form new bedrooms. Approved 12th January 2018. The planning permission comprises no conditions restricting the glazing or opening of the dormer windows within the reconstructed and raised roof.

Emerging Development Sites within the SKL01 Allocation.

At 361 Bath Road (to the east on the southern side of Bath Road)

- 3.3 P/00908/012 - Construction of a part two, part three and part six storey building comprising a self-storage facility (Use Class B8) together with vehicular access, service yard, parking, associated works and landscaping.

Approved (5th November 2021) - with conditions now being discharged.

At 324-374 Bath Road (to the east of the site on the northern side of Bath Road). This site lies partly within SKL01.

- 3.4 P/19639/001 - Demolition of existing buildings and structures. Redevelopment of the site in two phases to include a series of six buildings with maximum heights of part-seven, part-eight and fourteen storeys (excluding parapets) connected by two and three storey elements. At ground floor, to accommodate; commercial floorspace (Use Class E), access, undercroft car parking, cycle storage, residential communal space, refuse stores, and associated plant. Upper floors accommodating 291 residential units, private and communal external amenity space at upper floors. Roof accommodating PV panels and plant. External areas at ground floor to include surface level car parking, plant, alterations to and widening of existing public right of way and the public realm along Bath Road, a new pedestrian crossing, and all associated hard and soft landscaping, attenuation pond, infrastructure, access, and associated works.

Application Pending

At land comprising the National Tyre Depot at 426-428 Bath Road including offices at 430 Bath Road (this site lies outside of the SKL01 designation but is in close proximity).

- 3.5 P/00442/016 - Outline Planning Permission to include Matters of Access and Scale for the demolition of existing buildings and redevelopment to provide up to 75 dwellings, including access, parking, amenity space, landscaping, boundary treatments and associated infrastructure. Matters of Appearance, Landscaping, and Layout are Reserved.

Application Approved 25th September 2020. This application has been amended by way of a S96A and Reserved Matters have been approved. The development is under implementation.

- 3.6 Pre-Planning Application enquires have also been received for redevelopment of 397 Bath Road (which is pending) and 396 Bath Road. Both schemes were for residential led developments.

4.0 Consultation

4.1 Neighbour Notification

The application was advertised as MAJOR DEVELOPMENT on the 9th November 2021 by way of site notices and a press release. Further consultation took place on the 5th October 2022. 4 x site notices were erected on Bath Road, Stowe Road (x2) and Masons Road.

- 4.2 3 letters of objection were received from local residents. The following objections are noted:

- Proposed 8 storey block is not in keeping with the height of the surrounding buildings.
- Parking in the vicinity is limited. We are at a loss to understand when the so-called parking survey was carried out. Throughout most of the working week there are no spaces available as they are taken up by staff of local businesses.
- Traffic along Stowe Road is already congested as it is used as a through road.
- Privacy will be compromised for nearby residents if such a structure is allowed.
- Not enough parking spaces, which will lead to occupants and their visitors blocking up side roads which are already busy with the residents that live in those roads already
- Total over development with the surrounding buildings and not in keeping with this part of Bath Road. All other buildings generally are same height
- Goes against your own spatial strategy that you produced clearly saying that the bath Road area will have low rise flats near existing homes, this development is not low rise at all Cippenham is a suburb of Slough and not a town centre and doesn't have the schools/ample car parking spaces free/paid, And GP's and again your spatial strategy clearly outlines at BIG ISSUE 4: Developments will mainly be in Town centre, To limit Suburban developments which do not have the facilities to accommodate these type of developments
- Proposals concentrate as many flats as possible in a totally unsuitable location;
- Location: The plot is too small for an enormous development on the scale proposed.
- Not suitable location for flats.
- There will be a detrimental effect on all the surrounding existing housing.
- Size: The 8 storey block would be the tallest in Cippenham and is not in keeping with its surroundings. This construction will not only become a local eyesore at ground level but will rise above the horizon for miles around.
- Light: Due to the towering elevation of the blocks, sunlight would be compromised in the surrounding existing houses.
- Privacy: The overlooked houses in Stowe Road and Bower Way will have their privacy invaded by the proposed new flats.
- Extra cars will park off site on the already clogged roads where parking is a premium.
- Deliveries: Delivery trucks will be arriving and exiting all day long. Congestion is an obvious consequence.
- Pollution: Air quality will obviously suffer from the traffic on the resulting congested roads but also during construction
- Noise pollution from noisy neighbours, traffic on the main road, with residents and deliveries coming and going all day will undoubtedly have an effect on all residents.
- Has a traffic census been carried out on the Bath Road, Stowe Road and Bower Way?
- Records are available to that show that 31 collisions have occurred on this small stretch in the last 5 years. Adding extra traffic onto this main road is totally absurd and further congestion and accidents are bound to occur.
- Slow or static traffic will only add to the pollution problem.
- Amenity: Local residents suffer at the moment as there are not enough basic facilities. GP doctors are oversubscribed, local schools are full and sensible food outlets are thin on the ground. Extra infrastructure for extra school buildings from the additional pupils is needed. More doctor's surgeries will also be required.
- Waste: With such a vast swell of the local population in these blocks, household waste will increase enormously. A fortnightly bin collection (due next year) will mean rotting waste in overflowing apartment bins thus becoming a potential health hazard and attracting vermin.
- Capacity of Thames Water to deal with the increase of effluent and waste water produced is queried.

- Environment: High-rise buildings result in anti-social behaviour. The inhabitants of these flats will essentially be isolated on a plot with poor access to any existing housing in the surrounding area. These buildings will consequently mutate into slums of the future.
- Council is seeking to clawback money from developments.
- New residents will bring nothing to the area.
- Build Quality: Will these houses be “future proofed” and how will they be heated? What will the emissions be?
- Cumulative concerns of over-development in the area from developments coming forward within half a mile of each other.
- Why is there so much housing planned in Cippenham?
- Proposals disregard the Council's Core Policy 4 (Housing).
- Not against the development of this site and welcome an improvement of the area, but this should be on a sensible scale.
- Any poor-quality design should be refused planning permission.
- Sub-standard, irresponsible, dense development to increase housing quotas should also not gain permission.

4.3 Transport and Highways

Subject to the agreement of a Stage 1 Road Safety Audit and agreement of contributions towards sustainable travel measures, and the imposition of appropriate planning conditions there are no objections to the proposed development on Highways and Transport Grounds. Detailed comments set out in the report.

4.4 Environmental Quality – Air Quality & Noise

Construction Management Plan:

A Construction Environmental Management Plan (CEMP) has been prepared by Patrick Parsons and has been reviewed from an air quality and environmental noise perspective. All items outlined in the CEMP are accepted, excluding the following:

- The CEMP contains a number of measures to reduce emissions but does not state what emission standard HGVs will meet. In line with the Slough Low Emission Strategy, vehicle emissions will be required to meet Euro VI emission standards.
- This should be specified within the CEMP. A construction vehicle routing plan has not been provided. It is requested that a routing plan is included which avoids travelling through Slough's Air Quality Management Areas.

Provided that the above amendments are made, it is expected that the CEMP will be acceptable from an environmental noise and air quality perspective.

Air Quality:

An Air Quality Assessment (AQA) has been prepared by Syntegra Consulting in support of this application.

A map showing the location of nearby receptors should have been provided. Section 5 specifically states that a desk-study was undertaken to inform the baseline which identified a number of sensitive receptors within 350m of the site boundary. The results of this desk study should be presented.

Construction phase fugitive dust emissions: A substantial planning application for the redevelopment of the site has come forward, which is likely to result in cumulative dust

impacts to nearby receptors. It is therefore recommended that strong mitigation is put in place to mitigate the affects of dust, should that development be granted permission.

The dust impact assessment concludes that the unmitigated dust risk to dust soiling is high, with earthworks, construction and trackout related dust considered medium risk. As such, it is expected that the mitigation described in Table 24 is incorporated into the Construction Environmental Management Plan (CEMP). This includes the development of a Dust Management Plan and a monitoring regime, which should form part of the CEMP. With the implementation of these measures, it is agreed that the impact will be considered not significant.

In line with the Low Emission Strategy Technical Guidance, the development is classified as having a medium air quality impact. As such, the scheme requires the integration of Type 1 and 2 Mitigation measures, contained in the LES Planning Guidance. These mitigation requirements have been replicated below:

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. The proposal for 16 (30%) of parking spaces to have access to EV charging and for 36 (70%) of parking spaces to be fitted with passive charging infrastructure for the future provision is accepted on the basis that a public rapid charging point is also provided.
- The Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. It must include details of non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report and construction vehicles shall meet a minimum Euro 6/VI Emission Standard.
- All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report
- The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure.

Noise:

Due to high noise levels on the northern façade, windows must remain closed to achieve the internal noise level requirements of BS 8233, with suitable glazing and ventilation. This includes:

- North façade: double glazing in 10/12/6 configuration to achieve a sound reduction index of 38dB Rw and acoustic trickle vents with Dnew of 44dB. It is recommended however that mechanical ventilation with heat recovery is installed so that future occupants are able to control overheating without compromising internal noise levels by opening windows for ventilation.
- East, south and west façade: double glazing in 4/12/4 configuration to achieve a sound reduction index of 34dB Rw and acoustic trickle vents with Dnew of 40dB for the east and west facades. As above, it is recommended that the units closest to the A4, and those in line with the external plant, have mechanical ventilation with heat recovery installed. Natural ventilation via openable windows is suitable for the south façade only.

Full details of the glazing and ventilation must be submitted to the LPA prior to installation and approved by the LPA in writing.

Regarding external amenity, the monitoring and modelling results indicate that noise levels are not expected to exceed 45dB, therefore no specific mitigation is necessary.

4.5 Environmental Quality – Ground Contamination

I have reviewed the Desk Study Report (Ref. no. JT0432), dated 8th October 2021 and prepared by ST Consult. The report is acceptable, and I concur with its findings that some additional investigation is required, once the building is demolished, in order to determine whether potential contamination on site constitutes a risk to human health, groundwater and the as-built environment. Based on the above, I recommend conditions are placed on the decision notice securing a Phase 2 Intrusive Investigation Method Statement, a Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy and a Phase 4 Remediation Validation Report.

4.6 Trees & Landscape Officer

The following recommendations, comments and advice are noted:

- Landscaping the Bath Road frontage of the development - There needs to be provision for shrub and tree planting incorporated into the Bath Road frontage of this development.
- Standard Planning 5 year Long term replacement and maintenance condition is recommended.
- Concern is raised over the continuation of responsibility to maintain and replace plant material/play equipment and landscaping material after the first year of establishment.
- First Floor Landscaping - This area benefits from a landscaped area divided into several independence outdoor spaces. At present the overall design stops short of expectations in several areas while its general principles are strong.
- The Play area with an expected younger residence population of over 25 plus visiting children consideration should be given to installing play equipment to promote development. As a suggestion low level spiders web, roundabout with seating, children educational game boards as part of any boundary fences.
- Tree planting and canopy cover = There is scope to plant a number of small growing trees within this area as a benefit to the residents this should be strongly considered due to raising the height profile of the landscaping within this garden area and the environment and health benefits attributed to trees. As an example only (Malus, Crataegus, Geditsie, Parrotica, Palm).
- Provision of seats - The 1st floor as a provision of benches as a focal point for outdoor sitting and communications between residents. This provision of similar seating arrangements would be of benefit to the remaining floors amenity areas.
- Maintenance of irrigation system - There are several details of the type of equipment to be installed as well as a guidance on a recommended manufacture of the products. What is of concern is the lack of details and how in relationship to the divisional hedges the actual installation and the management of the equipment, Electronic controls, water storage systems, and delivery pipe lines will be provided.
- General comments on landscaping - An interesting mixture of artificial grass areas and communal and resident hard surface areas. Division of areas and ownership is by Prunus hedging which if trimmed regularly will provide a neat physical barrier. The planting scheme makes use of a mixture of shrubs, herbaceous and grass plants which with regular trimming these plants will hold in their planted areas. As mentioned there is likely to be a requirement to replant some plants during the 4/5 year of the development.

4.7 Waste Management

The following comments are noted:

Corridors - The proposed refuse store is made of two areas an entrance corridor (11m²) and storage area (42m²). Consider designing out the corridor as a gateway to the refuse container store.

Refuse containers - The location once fully populated will require 6 refuse 1100lt containers (dimensions average width 1, .40cm, depth 1.10cm, height 1.40cm), 8 recycling lockable c1100lt containers and One food waste container with limited entrance lid suggest 1100lt size.

Movement of refuse bins - Within the bin store a turning radius allowance of 1.5metres is required to turn the stationary bins and present to the external double doors. Moving the 1100lt refuse containers from the storage area through the external lockable double doors then to the refuse freighter will require the provision of a roadside dropped curb. Waste Management plan - Method statement on dealing with the movement of refuse from the various floors of the development including the 7th floor to the refuse store. Indicating the policy to prevent a build-up of inflammable material (left by the third person) in the hallways, stairways of the development.

4.8 Special Projects Officer

In brief what they propose seems reasonable. A condition should be applied to require a scheme to incorporate renewable energy. Provided they build to the new Building Regs the Planning policy target re 'better than B regs' will be exceeded – if that's so I see no need to put on a condition. But I would like a response to these 3 points;

- Clarify what heating system will be used. The Executive Summary says - preference for individual unit heating and hot water systems. But on page 7 it says - The proposed system is a communal ASHP (air source heat pump) providing heating and hot water. And on page 8 there is ref to electric panel heaters.
- Confirmation the scheme will be built to the new Building Regs re Part L and that no notice has been served with the intention of building to 2013 BRegs. (if they start after June next year the new regs apply anyway).
- Re overheating has the assessment been calculated based upon the new Building Regs ?

Re use of renewables clarify what proportion of the reduction below TER PV contributes. Has the opportunity to use renewables been maximised.

Re assessment of communal/district heating it should be noted that there might be an opportunity for DH in the future (the Council's Climate Change Strategy refers to this) and note that the Council is exploring the potential for a heat network bearing in mind there is an existing one on the Trading Estate and opportunities for using waste heat from data centres on the estate. What provision could be made for a future connection to such a system if it extended to Cippenham.

4.9 Carbon Compliance Officer – Energy

- The submitted documents do not include a GHG assessment of the construction phase.
- The proposed scheme should be built to facilitate carbon neutral operation. The report discusses use of Air Source Heat Pumps but it does not specify if other heating sources such as gas boilers will be present in the building.
- The site is located near the Slough Trading Estate and the boundaries of an existing district heating network. No explanation is provided as to why this option is not considered. Provision of a district heating connection point should also be considered to utilise low carbon heat should it become viable in the future by offering a lower carbon heating source than the existing measures in the development. Given that a

communal ASHP system is being proposed this could be suitable for a connection point to a district heating scheme.

- Please provide clarity as to whether Solar PV is being incorporated into the design and to what extent.
- The Energy Statement Report states “This proposed development at 375 Bath Road, Slough, SL1 5QA is expected to reduce its carbon emissions beyond target levels by approximately 23% and by utilising the Low and Zero Carbon (LZC) technologies for heating and hot water this far exceeds national onsite energy reduction targets as it equates to circa 39% betterment in residential energy demand due to a higher coefficient of performance when compared to carbon intensive fuel systems”.
- In the Energy and Sustainability Statement report it states: “Based on the modelling undertaken, it has been demonstrated that it is possible to reduce regulated on-site carbon dioxide emissions of the proposed 375 Bath Road development by 51.54% beyond the requirements of Part L of the Building Regulations, where the building and services specification described in this report is implemented. This is sufficient to meet the target of 19% and is therefore compliant with the carbon reduction policies of Slough Borough Council.”. The differential between these figures should be explained.

4.10 Natural England.

Objection. This application is supported by a HRA (dated September 2021). Although Natural England are broadly supportive of the direction of the HRA, we are not in a position to agree with the conclusions as yet. We agree that Upton Court Park, could function as the mitigation as outlined in the HRA. We agree that contributions could be made by this development towards its improvement. Natural England are yet to formally agree and sign off the use of this SANG, as Slough Borough Council have not provided the detail about the site, that satisfies us that likely significant effect will be avoided upon the integrity of Burnham Beeches SAC. In effect that it will definitively work as a SANG. Natural England provided feedback (dated 14/05/2021) to Slough Borough Council on the draft mitigation strategy which outlined what is required to get the strategy to a stage where we can be certain it will mitigate the impacts of new development coming forward within the Borough. If a second draft of this document can be completed and supplied for our agreement, and is found to be meeting the requirements of the Habitats Regulations, then we will be happy to remove this objection. We await further contact from Slough Borough Council.

4.11 Health and Safety Executive (HSE) – Gateway One

No objections. HSE is satisfied with the information provided with the application (including the fire statement). The application relates to a development that contains a building which has eight storeys. It is noted that the building is served by two staircases from the ground floor to the 4th floor. From the 5th floor, the North staircase continues up to 7th floor as a single stair, which represents both the escape stair as well as the firefighting stair.

4.12 Crime Prevention Design Advisor

Having reviewed the submitted documentation I have significant concerns that some aspects of the design and layout will be problematic in terms of crime and anti-social behaviour and therefore will not meet the requirements of the NPPF as above. In particular I have concerns that the development has;

- a lack of adequate compartmentation,
- no secure entrance lobbies exposing stair/lift cores,
- the presence of merged core,
- communal terraces accessed via residential corridors,

- and a lack of detail regarding the physical security present in terms of access controls, visitor entry systems, formal surveillance and their proposed positioning.

I ask that further details and appropriate amendments are submitted and approved prior to planning permission being granted.

Officer response: The above concerns can be addressed by way of planning conditions. The applicant has confirmed the following:

- *On compartmentation, this can be adequately done with additional doors in corridors as well as access control which addresses the merged cores issue.*
- *The communal terraces can be controlled via the proposed change above and access control.*
- *The lobbies can easily be accommodated on both cores.*
- *The doorset specification is for construction and not planning.*
- *The same for the vehicle gate, it's a detailed design item and if a condition was imposed, it would form part of that submission.*
- *CCTV would be part of the same technical proposals at construction stage and can be handled via a condition.*
- *The bin store access has been designed to accommodate the Highway Officer comments. This would also apply to bike storage.*
- *In terms of access control/CCTV proposals etc, this can all be managed via an adequate condition.*

4.13 Fire Service

No objections. Consider sprinkler system.

4.14 Thames Water

No objections to foul water or surface water impacts. Thames Water raise no objection to subject to an infrastructure phasing plan being submitted as condition which would determine whether network upgrades are required to accommodate the development, or a condition which determines that no upgrades are required.

4.15 Lead Local Flood Risk Authority.

- No objections subject to imposition of conditions requiring details of surface water drainage scheme, details of the ownership and management of the surface water drainage and a verification report.

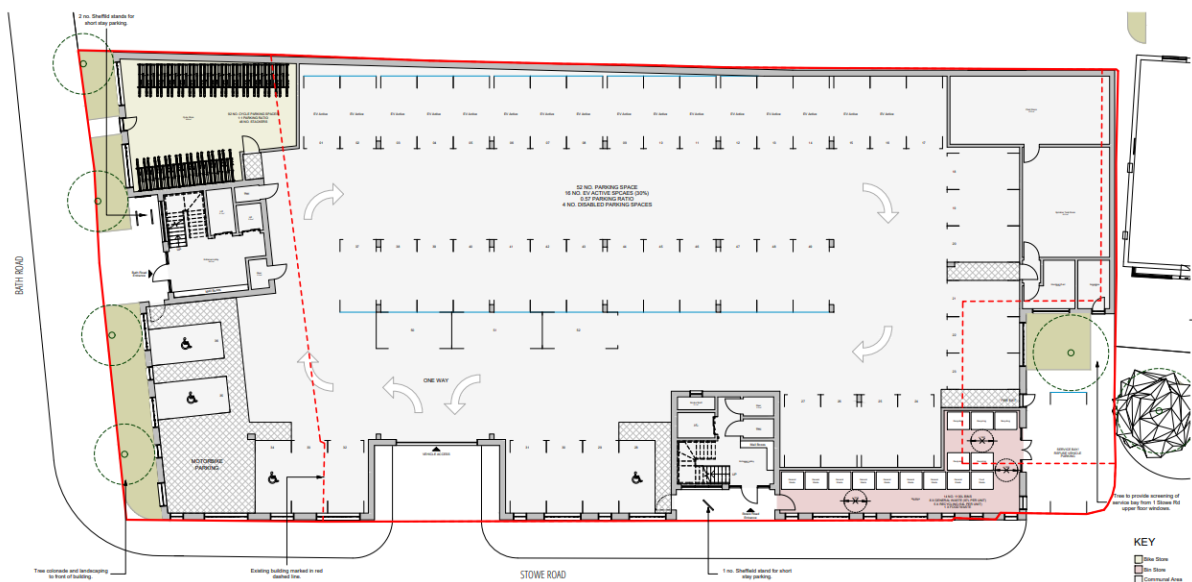
5.0 The Proposal:

5.1 The proposals comprise the demolition of existing Tool Hire shop and associated structures and erection of a part 4, part 6, part 8 storey residential led mixed use development to provide 91 flats with amenity terraces, a podium landscaped garden and a ground level car park with creation of new vehicular access from/to Stowe Road.

5.2 The proposed dwelling mix comprises 51 x 1 bed flats, 28 x 2 bed flats and 3 x 3 bed 5 person flats (a total of 91 units). The proposals include provision for the entirety of the first floor to comprise affordable Discount Market Sale housing. This equates to 18 units (3x1B1P, 7x1B2P, 6x2B3P, 1x2B4P) which is 20% of the total number of residential units. The Applicant is proposing that the tenure for these units would be Discount Market Sale (DMS) at a 20% discount on 15 units and 1no. 2B4P unit offered at 30% discount, 1no. 2B3P unit offered at 27.5% discount and 1no. 1B2P unit offered at 25% discount.



- 5.3 The proposals include a ground level car park will provide space for 55 spaces which comprises a ratio of 0.60 spaces per dwelling. The car park will be accessed by way of a new vehicular entry located on Stowe Road. The existing vehicular entrance on Bath Road will be stopped up and made good as part of the proposed works. 92 cycle spaces will be provided in the cycle stores located adjacent to Bath Road.



- 5.4 The maximum height will be at the northern end (adjacent to Bath Road) with ground floor plus 7 floors above (8 storeys) and the south with ground floor and two floors (3 storeys). The central elements rise up from 5 to 7 storeys (as per the Stowe Road elevation). Level 7 is set back from the Bath Road frontage.



- 5.5 The site comprises a communal courtyard at podium level which provides shared amenity space for residents, alongside private areas adjacent to the podium level apartments. In addition, the building has been stepped back from the public footway to allow for a landscaped buffer at the Bath Road building frontage.
- 5.6 The proposal will look to utilise a mixture of 2 materials for the main massing of the building. There will be a combination of brick and cladding, the brick will help to mirror the residential surroundings whilst the cladding will represent the industrial/commercial uses along Bath Road. To provide further depth to the facade there will be a number of recesses, brick and cladding details in particular around openings and balconies. The reason for choosing such a light brick is due to the large amount of cladding around the area which has a similar colour palette to the chosen brick. This will offer a different approach to achieve a complimentary aesthetic. The contrasting bronze cladding adds a contemporary splash to the proposal and will help to push for a more futuristic approach in the regeneration of the area to elevate the urban fabric of the town. The statement materials will be the special brick which will be a white finish and only used around entrances to ensure that users are able to easily identify where to access the building from. There will be large, glazed elements to all units to flood them with natural light providing high quality living space. Certain windows will be obscured to prevent overlooking into neighbouring properties.
- 5.7 The planning application has been subject to several sets of revised plans. Additional technical reports have been submitted to relate to the final set of revised plans. The planning application therefore comprises the following information which has been reviewed as part of the proposed submission:
- Application Forms and Certificates
 - Revised Design and Access Statement (Submitted October 2022)
 - Revised Plans and Elevations (Submitted October 2022)
 - Detailed Bay Studies (within DAS and under separate Drawings 9038-GAA-ZZ-XX-DR-T-2203 and 9038-GAA-ZZ-XX-DR-T-2204)
 - Revised Transport Statement (June 2022)
 - Travel Plan (June 2022)
 - Delivery and Servicing Plan (June 2022)
 - Stage One Road Safety Audit
 - Revised Energy Strategy (August 2022)

- Construction Management Plan (June 2022)
- Car Park Management Plan (June 2022)
- Fire Statement (June 2022)
- Landscape Masterplan (June 2022)
- Specification for Soft Landscape Works and Maintenance Plan (September 2021)
- Landscape Sections and Detailed Drawings
- Drainage Strategy (June 2022)
- External Lighting Strategy (June 2022)
- SAP Calculations (June 2022)
- Habitat Regulations Assessment (October 2021)
- Planning Statement (October 2021)
- Noise Assessment (October 2021)
- Preliminary Desktop Ground Assessment (October 2021)
- Flood Risk Assessment (September 2021)
- Financial Viability Appraisal
- Air Quality Assessment

5.7 The application has been revised to respond to officer and consultee feedback with the following changes made:

- Architectural improvements to elevations supplemented with detailed bay studies
- Revisions to floorplans improving internal layouts of the flats.
- Alterations to the ground floor car park comprising relocating the vehicular access, cycle storage area, plant rooms, sprinkler room, bin stores, location of motorcycle parking area and modified car parking layout. Relocation of sub-station.
- Increasing the provision of Affordable Housing from 0% to 20% comprising 18 x flats within first floor
- Extended southern block to introduce additional residential floorspace
- Provision of off-street servicing/loading/delivery bay at southern area
- Southern elevation amended to include angled windows away from adjacent property at 1 Stowe Road
- Rear block reduced from four to two storeys immediately adjacent to 1 Stowe Road.
- Building set back further into the site to allow sufficient depth at site frontage to accommodate a landscape buffer adjacent to Bath Road to soften the appearance.
- Increase in number of units from 83-91.

- Provision of patterned metal ground level louvre
- Introducing privacy screens and amending flat layouts at the corners to reduce flat to flat overlooking within development.

6.0 **Planning Policy**

6.1 **Introduction**

6.2 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).

6.3 The current version of the National Planning Policy Framework (NPPF) was published on 20th July 2021. 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 paragraphs 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 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 in Sections 8-25 of this Report.

The Development Plan:

6.4 The Development Plan consists of:

- Core Strategy Development Document (2008),
- Site Allocations Development Plan Document (2010),
- The Local Plan Saved Policies (adopted 2004, saved policies 2010); and,
- The accompanying Proposals Map (2010)

Core Strategy Development Plan Document (2008)

6.5 The Council's adopted Spatial Vision set out in the Core Strategy is to consolidate current efforts by the Council and its partners to improve the town's environment; by 2026, Slough will have a positive image which will help to create prosperous, confident and cohesive communities.

6.6 **There will be the selective regeneration of other key areas, in a sustainable way, in order to meet the diverse needs and improve the prosperity and quality of life of Slough residents.** The existing business areas in Slough will have an important role in maintaining a thriving local economy and providing a range of jobs for an increasingly skilled local workforce. All Slough residents will have the opportunity to live in decent homes that they can afford. The quality of the environment of the existing suburban residential areas and open spaces will be improved, in order to make them safe and attractive places where people will want to live and visit

6.7 The following key Strategic Objectives of the Core Strategy are (emphasis is added in bold text where it relates to the proposed development):

- Strategic Objective A. To **focus development in the most accessible locations** such as the town centre, district and neighbourhood centres and public transport hubs **and make the best use of existing buildings, previously developed land and existing and proposed infrastructure.**
- Strategic Objective B. To **meet the housing allocation for Slough** identified in the South East Regional Plan, while also preventing the loss of existing housing accommodation to other uses.
- Strategic Objective C. To **provide housing** in appropriate **locations** which meets the needs of the whole community; is of an **appropriate mix, type, scale and density**; is designed and built to **high quality standards** and is **affordable.**
- Strategic Objective D. To ensure that the existing business areas continue to provide sufficient employment generating uses in order to **maintain a sustainable, buoyant and diverse economy** and ensure that Slough residents continue to have access to a wide range of job opportunities.
- Strategic Objective E. To **encourage investment and regeneration of employment areas and existing town**, district and neighbourhood shopping centres to increase their viability, vitality, variety and distinctiveness.
- Strategic Objective F. To **maintain and provide for community services and facilities** in appropriate locations that are easily accessible.
- Strategic Objective G. To **preserve and enhance Slough's open spaces** and to protect the Green Belt from inappropriate development and seek, wherever practically possible, to increase the size and quality of the Green Belt land in the Borough.
- Strategic Objective H. To **protect, enhance** and wherever practically possible **increase the size of the Borough's biodiversity, natural habitats and water environment** and those elements of the built environment with specific townscape, landscape and historic value.
- Strategic Objective I: To **reduce the need to travel** and create a transport system that **encourages sustainable modes of travel such as walking, cycling and public transport.**
- Strategic Objective J: To reduce areas subject to risk of flooding and pollution and control the location of development in order to **protect people and their property from the effects of pollution and flooding.**
- Strategic Objective K: To **promote a safe and healthy community** that is inclusive of the needs of the Borough's diverse population.

6.8 The following key policies in the Core Strategy are relevant to the determination of the planning application.

Core Policy 1 - Spatial Strategy
Core Policy 3 - Housing Distribution
Core Policy 4 - Type of Housing
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community
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

Slough Local Plan (Saved Policies 2010)

- 6.9 Some of the policies in the Local Plan for Slough (2004) have been “saved” for development management purposes. The following policies have to be taken into consideration.

H14 - Amenity Space
S1 – Retail Hierarchy
EMP12 - Remaining Existing Business Areas
EN1- Standard of Design
EN3 – Landscaping
EN5 – Design and Crime
EN9 - Public Art
EN34 - Utility Infrastructure
OSC4 - Protection of private playing fields
OSC5 - Public Open Space requirements
OSC8 – Green Space
OSC15 - New facilities in residential Developments
T2 - Parking
T8 - Cycling Network and Facilities
T9 - Bus Network and Facilities

Site Allocations Development Document (2010)

- 6.10 The Site Allocations DPD (2010) includes a number of Site-Specific Allocations with detailed development proposals for selected sites.
- 6.11 The site is located within a Selected Key Location (SKL01) for Comprehensive Regeneration [**Sites at Bath Road Cippenham**]. The SKL01 allocation for the Bath Road Sites confirms that the loss of existing business area may be permitted to allow for residential or mixed-use development. It also noted that there is an opportunity for comprehensive redevelopment and regeneration of the area. Any residential or mixed-use development should be comprehensively planned in a way which:
- Improves the appearance of this important main road frontage
 - Provides some family housing at the rear of the site
 - Includes suitable amenity areas or gardens
 - Minimises the number of access points onto the A4
 - Provides for cycleways where appropriate
 - Overcomes all flooding and drainage issues
 - Protects the amenities of adjoining residential areas
- 6.12 The site is within a Key Location which is identified as an Area of Major Change in the Core Strategy. If the car sales operation ceases on the various sites, there would be the opportunity to comprehensively regenerate this important main road frontage in a way which would improve its appearance and make better use of the land. The site could be redeveloped for residential use, even though it is currently zoned as an Existing Business Area.
- 6.13 The design and layout of any comprehensive development would have to take account of flooding and drainage issues, the juxtaposition of adjoining residential property and the need to create an attractive and distinctive development on this important main road frontage.

Other Material Considerations

National Planning Policy Framework (NPPF) 2021

- 6.14 Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs
- 6.15 Paragraph 8 of the NPPF outlines three overarching objectives that the planning system has to achieve sustainable development:
- an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 6.16 Paragraph 11 of the NPPF states that plans and decisions should apply a presumption of favour of sustainable development. For decision-taking this means:
- approving development proposals which accord with an up-to-date development plan without delay (sub-paragraph c); or
 - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole (sub-paragraph d)
- 6.17 Following the application of the updated Housing Delivery Test 2021 set out in the NPPF, the Council cannot demonstrate a 5 Year Housing Land Supply. Therefore, and having regard to footnote 8, paragraph 11d) of the NPPF is engaged because the relevant housing policies of the development plan are deemed to be out-of-date, which means the tilted balance applies. That is, as above, there is a presumption in favour of granting planning permission unless sub points (i) or (ii) apply.
- 6.18 Relevant sections of Paragraph 120 of the NPPF state *inter alia* that planning decisions should (a) encourage multiple benefits from urban land through mixed use schemes

and taking opportunities to achieve net environmental gain; (d) promote and support the development of under-utilised land and buildings.

- 6.19 The NPPF (as a whole) has been considered and there are a range of policies and guidance relating to 'planning decisions' relating to the following NPPF Chapters (further details are provided in the planning assessment where relevant).

5. Delivering a sufficient supply of homes
Paragraphs 60 to 80

6. Building a strong, competitive economy
Paragraphs 81 to 85

8. Promoting healthy and safe communities
Paragraphs 92 to 103

9. Promoting sustainable transport
Paragraphs 104 to 113

11. Making effective use of land
Paragraphs 119 to 125

12. Achieving well-designed places
Paragraphs 126 to 136

14. Meeting the challenge of climate change, flooding and coastal change
Paragraphs 152 to 173

15. Conserving and enhancing the natural environment
Paragraphs 174 to 188

- 6.20 Paragraph 130 states that planning decision should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 6.21 It is also important to note from Paragraph 218 of the NPPF which discusses implementation, that the policies within the Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may also need to be revised to reflect policy changes which this Framework has made. It is noted at this time that the Slough Local Development Plan has not yet been updated to reflect the latest addition of the NPPF. Notwithstanding this, Paragraph 219 states that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them to their degree of consistency with the latest NPPF.

National Planning Practice Guidance (NPPG)

- 6.22 The NPPG was first published in 2014 and is iterative web-based guidance that is designed to complement the NPPF across a range of topics. Officers draw particular attention to the section for Design: Process and Tools provides advice on key points for consideration on design. The guidance states *inter alia* that consideration should be given to the National Design Guide by all relevant stakeholders when assessing good design.

Fire Safety Provisions - DLUHC Guidance - Fire safety and high-rise residential buildings (from 1 August 2021)

- 6.23 The Department for Levelling Up, Homes and Communities (DLUHC) has brought in changes to the planning system whereby HSE Gateway One are a statutory consultee on specified planning applications. The DLUHC Guidance states that the changes are intended to help ensure that applicants and decision-makers consider planning issues relevant to fire safety, bringing forward thinking on fire safety matters as they relate to land use planning to the earliest possible stage in the development process and result in better schemes which fully integrate thinking on fire safety.

Written Ministerial Statement (2021) – First Homes

- 6.24 The WMS (2021) states that First Homes should account for at least 25 per cent of affordable housing units delivered through planning obligations, which is a material consideration for decision making from 28th June 2021. First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes.
- 6.25 Specifically, First Homes are discounted market sale units which:
- a) must be discounted by a minimum of 30% against the market value;
 - b) are sold to a person or persons meeting the First Homes eligibility criteria;
 - c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and,
 - d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).
- 6.26 First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.
- 6.27 The transitional arrangements set out in the Written Material Statement and Planning Practice Guidance confirm that the First Homes requirement will not apply to sites with

full or outline planning permissions already in place or determined (or where a right to appeal against non-determination has arisen) before 28 December 2021 or applications for full or outline planning permission where there has been significant pre-application engagement which are determined before 28 March 2022.

Planning (Listed Buildings and Conservation Areas) Act 1990

- 6.28 Section 66 of the 1990 Act imposes a general duty on the Council as respects listed buildings in the exercise of its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the Council shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Equality Act

- 6.29 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 in Section 21 of this report.

Habitats Regulations Assessment of Projects, Natura 2000 and European Sites

- 6.30 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.
- 6.31 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.
- 6.32 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.
- 6.33 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)

The Proposed Spatial Strategy (Nov 2020)

- 6.34 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."
- 6.35 The 5 key components of the proposed Spatial Strategy can be summarised as follows:
- *Delivering major comprehensive redevelopment within the "Centre of Slough"*
 - **Selecting other key locations for appropriate development**
 - *Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets*
 - *Protecting the "Strategic Gap" between Slough and Greater London*
 - *Promoting the cross border expansion of Slough to meet unmet housing needs.*

This site [within Cippenham Central/Bath Road] is proposed for redevelopment to provide primarily new residential accommodation and an improved environment for this part of the A4 corridor. Comprehensively planned or comprehensively coordinated redevelopment is required. Some mixed use or incorporation of appropriate small scale commercial or community uses is possible.

- 6.36 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).

DEVELOPER GUIDES

- 6.37 Part 1 Planning application procedure and decision making (November 2008)
Part 2 Developer contributions and affordable housing (including Section 106) (December 2017)
Part 3 Transport and highway guidance (November 2008)
Part 3 Update to Table 3 charges for highways agreements and licences (2012)
Part 4 General development guidance (November 2008)
Part 4 Update to refuse and recycling storage for new dwellings (December 2017)
Part 4 Update to flood risk and surface water drainage guidance (January 2016)
Part 4 Supplement Space Standards (November 2018)
Viability guidance for residential development (November 2017)

Buckinghamshire SPD Burnham Beeches Special Area of Conservation

- 6.38 Buckinghamshire Council adopted (in November 2020) a Supplementary Planning Document (Burnham Beeches Special Area of Conservation – strategic Access Management and Monitoring Strategy) which requires developers to make a financial contribution per dwelling for mitigation irrespective of dwelling type or size in a zone between 0.5km and 5.6km from Burnham Beeches. The threshold, in terms of the size

of development, when a contribution will apply is understood to be for schemes of 100 net additional homes.

Slough's Third Local Transport Plan (July 2011)

6.39 This Local Transport Plan (LTP) is the third LTP that Slough has adopted. It provides details on Slough's long-term strategy for transport and run from 2011 to 2026. It sets out the framework to maintain and improve the transport network and services, the main objectives, which reflect those set out in the Sustainable Community are set out in Chapter 3. The third LTP sets out some specific objectives that Slough Borough Council want to achieve in terms of transport:

- To make sustainable transport options accessible to all
- To enhance social inclusion and regeneration of deprived areas;
- To protect and improve personal health;
- To minimise the noise generated by the transport network, and its impacts;
- To achieve better links between neighbourhoods and access to the natural environment;
- To improve the journey experience of transport users across Slough's transport networks;
- To reduce the number of traffic accidents involving death or injury;
- To minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety on the transport network;
- To reduce transport's CO2 emissions and make the transport network resilient to the effects of climate change;
- To mitigate the effects of travel and the transport system on the natural environment, heritage and landscape;
- Ensure that the transport system helps Slough sustain its economic competitiveness and retain its position as an economic hub of the South East; and
- To facilitate the development of new housing in accordance with the LDF.

Strategic Transport Infrastructure Plan (STIP)

6.40 In February 2019, SBC Cabinet approved the Key Principles of a transport vision to support the emerging Local Plan. The Key Principles focussed on improving public transport, improving cycling and walking and improving the public realm. The approach set out in the Key Principles is to reverse current trends in car use and address the growing demand for travel by providing a step-change in alternatives to car use and reducing the need to travel by locating homes closer to jobs, education and services. The key principles had at their core a number of proposed Mass Rapid Transit (MRT) routes to link the east and west, north and south with specific regard to housing and business growth.

6.41 Since March 2019 the Council has been developing the ideas in the Key Principles into a set of specific transport infrastructure proposals required to achieve the shift to non-car modes required for the future. The technical work has included the outline design of schemes, preparation of Strategic Outline Business Cases; and traffic modelling to forecast the impacts of the proposed projects on the highway network. The findings of this work have been brought together in the STIP.

6.42 The STIP and LTP4 are complementary, working towards a common set of objectives. The STIP sets out our plans for the largest projects for which we will need to make the

strongest case for funding, whilst LTP4 is a ten-year plan for smaller projects delivered through a mix of Council funding and local contributions.

- 6.43 The STIP was prepared in response to future changes in the town, including the Elizabeth Line, the redevelopment of the town centre (including the redevelopment of the site subject to this planning application), and other investment. The current dominance of travel by private car for most journeys means that there is little capacity for growth, for improving the surroundings or providing alternative forms of travel. The STIP represents a change of course towards a future where travel by public transport, on foot or by bicycle becomes much more the norm than the use of private car.

7.0 PLANNING CONSIDERATIONS

- 7.1 The Main Planning Issues are as follows:

- Land Use – Principle for Development
- Housing Type, Mix and Level of Affordable Housing
- Design and Appearance
- Transport and Car Parking
- Sustainability and Energy
- Amenity Impacts
- Air Quality
- Noise
- Ground Contamination
- Drainage and Flood Risk
- Ecology/Biodiversity
- Crime
- Equality
- Section 106 Obligations

7.2 Land Use

- 7.3 The proposed development includes the replacement of the former tool hire shop with 91 x residential dwellings (including 18 x affordable homes). The tool hire shop has ceased trading and the property is currently vacant. As such, the proposal results in the loss of Class E floorspace.

- 7.4 Although the site is within an Existing Business Area, the character of the area is changing with the presence of new residential and commercial development taking place and planned to take place within the vicinity of the site. The former Tyre Depot and offices at 426-430 Bath Road to the west is under redevelopment to form a 6-storey residential building to accommodate 75 flats and land to the east at 361 Bath Road has planning permission for a new self-storage warehouse. Mackenzie Homes is proposing a comprehensive residential led development (for approx. 291 homes) at the vacant land on the north side of Bath Road including mixed commercial/residential properties at 324-374 Bath Road (subject to application Ref: P/19639/001).

- 7.4 The Council's Spatial Vision is set out in the Core Strategy (2006-2026) which confirms there will be:

“the selective regeneration of other key areas, in a sustainable way, in order to meet the diverse needs and improve the prosperity and quality of life of Slough residents”.

- 7.5 It is also considered that the following key strategic objectives of the Spatial Strategy are relevant to the proposed development, in particular objective A:

“To focus development in the most accessible locations (emphasis added) such as the town centre, district and neighbourhood centres and public transport hubs and make the best use of existing buildings, previously developed land and existing and proposed infrastructure”.

and objective C:

“To provide housing in appropriate locations which meets the needs of the whole community; is of an appropriate mix, type, scale and density; is designed and built to high quality standards and is affordable”.

- 7.6 The Spatial Strategy recognises that not all development could or should take place in the town centre and that some other areas within the Borough need to change. An important part of the “spreading the benefits” part of the strategy is that selected areas outside of the town centre should also be regenerated. This includes the Cippenham/Bath Road Selected Key Location (SKL01) which is where the application site is located.

- 7.7 Para 7.13 of the Core Strategy (Spatial Strategy) acknowledges that:

“Some relaxation of the policies and standards in the Core Strategy may be permitted in order to maximise the potential social, environmental and economic benefits that planned regeneration may bring”.

- 7.8 Para 7.14 of the Core Strategy allows for the redevelopment of individual sites in the more accessible “urban” areas of the town. This will generally be confined to Existing Business Areas, District and Neighbourhood shopping centres, some main road frontages and other mixed-use medium or high-density areas that are well served by public transport. It is noted that there are relatively few areas within Slough with the potential for comprehensive regeneration outside of the town centre and Selected Key Locations. The site comprises previously development land, falls within a Key Location and constitutes a good opportunity to contribute towards housing supply as well as regenerating a highly accessible and well served area with good commercial and community facilities which has a low-quality environment at present.

- 7.9 The Site Allocations Document and Emerging Spatial Strategy both identify the area which the application sits in as a “Selected Key Location” suitable for large scale regeneration or development. The area was identified (originally) in the Site Allocations Plan (2010) as a “Selected Key Location for Comprehensive Regeneration” where major residential or mixed-use development could take place. The aim of the Spatial Strategy with respect to this Key Location is to regenerate this area of Cippenham, provide new housing and provide space for some employment uses. This would be achieved through redevelopment of either all or most of the existing buildings/vacant sites to provide primarily new residential accommodation. This, combined with public realm improvements would improve the environment for this part of the A4 corridor. Some mixed use or incorporation of appropriate small scale commercial or community uses is possible.

- 7.10 The Council's emerging strategy is considered to expand upon the 2010 Site Allocations Document which promotes comprehensively planned or comprehensively coordinated redevelopment to deliver regeneration and to optimise the capacity of the site for new homes. The Strategy acknowledges there is a need to optimise capacity

to assist with development viability and to provide an incentive for landowners to redevelop bearing in mind some plots have existing commercial uses and to ensure the quality of development is sufficient to provide a step change to the image of the area. The Spatial Strategy identifies that *'as part of that optimisation a balance needs to be struck between the scale of development and the impact on nearby existing homes and the effect on the character of Cippenham'*.

- 7.11 Officers consider the overall principle of development of the site to provide 91 x new homes accords with the Council's adopted Spatial Vision and Strategic Objectives set out in the Core Strategy which permits regeneration in other key selected locations outside of the town centre, in order to increase the supply of housing in the borough and assist regenerating areas that are in need of investment and environmental improvements. A higher density form of development is considered to be justified in this location which is sustainable in terms of its good access to public transport (Burnham Rail Station and Bus Stops) and local shops, facilities, and parks.
- 7.12 It is considered that a standalone development of this site would also facilitate and support the comprehensive development of the wider Key Location SKL01. The site lies on previously developed land within a built-up area and is within an accessible position in relation to the provision of social and commercial services and public modes of transport consistent with Strategic Objectives A and C of the Core Strategy. The Transport Statement has demonstrated the accessibility level of the location with reference to appropriate evidence which is supported by the Borough's Highways Officers.
- 7.13 The principle of the demolition of the existing buildings and structures along with the redevelopment of the site for residential development is capable of being compliant with the Spatial Vision and Key Strategic objectives A and C set out in the Core Strategy, as well as the Site Allocations Document and Core Policy 1 which encourage proposals for the comprehensive regeneration of selected key locations within the Borough (at an appropriate scale). The proposals are also compatible with the policies and guidance within the NPPF in terms of making effective use of land, achieving well-designed places and creating a strong economy. The following sections in the report will address whether the development achieves an appropriate balance between regenerating the area and providing an acceptable mix of housing at an appropriate scale.

8.0 Housing Mix and Type

- 8.1 At a local level, the Development Proposals for new housing on this site at this location are broadly supported by Core Strategy Policy 1 (Spatial Strategy). The policy requires that development should take place within the built-up area on previously developed land and that proposals for the comprehensive regeneration of selected key locations within the Borough will also be encouraged at an appropriate scale.
- 8.2 SBC cannot currently demonstrate a five-year housing land supply. As such, the policies in the Adopted Development Plan which relate to housing supply are out of date, and as such, officers consider it is reasonable to also give due consideration to the Site Allocations Development Plan Document (considerable weight to be afforded) as well as the emerging policy direction (which very limited weight is afforded). The Site Allocations Document identifies the site is being suitable for higher density regeneration including the provision of housing. The emerging 'proposed' Spatial Strategy retains this directive and also includes more recent evidence setting out the current and future needs of Slough and wider social and economic trends (which indicate a substantial additional quantum of new housing is needed in Slough). The

emerging documents and supporting evidence base are also broadly supportive of the redevelopment of the Site involving higher density residential uses to replace the former warehouse/retail use.

- 8.3 Core Policy 3 (Housing Distribution) sets out the housing requirement for Slough as it was in 2008. This states that:

'A minimum of 6,250 new dwellings will be provided in Slough between 2006 and 2026'.

- 8.4 This requirement has been superseded by a much higher requirement of 847 homes per annum equating to approx. 16,000 homes (in Slough) by 2040 as calculated using the Housing Delivery Test (2021). As a result, this is the housing target that the application should be considered against rather than the Core Strategy target which is out-of-date and therefore only limited weight is applied to it.

- 8.5 The proposal for 91 residential units within a Selected Key Location would make a useful contribution to the supply of housing within this part of Slough, which includes good quantum of affordable housing (20%), which could be built out relatively quickly in spite of there being viability issues. Given that the tilted balance is engaged, this contribution would in principle attract considerable positive weight in the planning balance with added benefit coming from the provision of 18x additional affordable housing units.

- 8.6 The Application seeks the following mix of housing:

No. of Bedrooms	No. of Units	Percentage
1 Bed 1 Person	21 (including 6 x studios)	23%
1 bed 2 Person	40	44%
2 Bed 3 Person	21	23%
2 Bed 4 Person	7	8%
3 Bed 5 Person	2	2%
	91	

- 8.7 This equates to 57% one-bedroom units, 31% two-bedroom units and 2% three-bedroom units. This housing mix is considered to reflect the typologies of dwellings suitable for a higher density location akin to a town centre. However, as the location comprises some characteristics typical of town centres such as good access to local shops and facilities (Elmshot Lane & Bath Road), Open spaces (Cippenham Recreation Ground), Employment Areas (the Slough Trading Estate) and public transport (Buses and Rail) and is easily accessible to travel into the centre of Slough or Maidenhead, a predominantly flatted development would be acceptable. Officers are aware of a nearby recent development at Atria House (consented under a Prior Approval) which comprises predominantly smaller units which has been well occupied. 426-430 Bath Road also comprises a recently approved development with a similar dwelling mix. In addition, good access to the recently opened Elizabeth Line at Burnham Station is also considered to add to the desirability of the location which make it more attractive to occupiers residing in flats.

- 8.8 The proposed development will be required to provide accessible accommodation, with 5% of units meeting the M4(2) / M4(3) requirements (ie: Wheelchair Accessible Units) and this would be secured by condition.

- 8.9 Noting the lower % of larger 3 bed plus units, officers consider that principle of providing primarily one and two-bedroom flats in this location in close proximity to the busy A4 would be supported by the adopted Local Development Plan, as the Core Strategy notes in its explanatory text (para 7.56) that whilst the council will seek a mix of accommodation, it recognises that the ability to deliver a mix will be limited within high density sites and that the main supply of new family housing will have to come from elsewhere in the borough.
- 8.10 Therefore, although the mix of dwellings provides lower percentages for larger dwellings, the predominantly flatted form of smaller 1 and 2 bed units is appropriate due to the constraints of the site. The design of the development with an undercroft car park and podium structure also does not lend itself to support family sized units of accommodation given the constraints on providing larger gardens or amenity areas. The SKL01 site planning guidelines recommends that some family housing could be provided at the rear of the Bath Road frontage blocks which could potentially have been feasible in a comprehensive development scenario. However, due to the need to accommodate car parking at ground level, the close proximity of the busy Bath Road and due to the relatively constrained dimensions of the site, it is considered impractical to provide family housing on this site as part of a standalone development.
- 8.11 Officers note the recent Appeal decision at Elmshot Lane (for a mixed use flatted development) which forms part of the Cippenham local centre which is a short distance from the site to the west. The Inspector raised concern about the predominant provision of smaller flats within this development and attributed some harm to this in the planning balance. An important distinction can be made between this site and the Application site. The Appeal site is located in a relatively low-rise area on a more secondary route which is not designated as an area for change within the Core Strategy, or any emerging policy document. The Application site forms one of only a few 'Selected Key Locations' within Slough with potential for area-wide regeneration and is located on the A4 Bath Road which comprises a major strategic west-east route across the borough with better public transport connections and within an area with larger urban buildings and commercial uses. This report identifies that the application site is less suited to provide family accommodation following an assessment of the proposals and therefore, the absence of family sized accommodation does not in itself amount to harm to amenity, residential conditions or the wider area as a whole. However, in light of the housing needs evidence which identifies the need for family housing in Slough and the SKL01 criteria which recommends family housing should be provided as part of redevelopment, the absence of such accommodation within this development tempers the positive weight to be afforded in the planning balance.
- 8.13 Notwithstanding the shortfall of family accommodation, it is considered there is sufficient justification to support a flatted development and the proposed dwelling mix is broadly consistent with elements of Core Policies 3 and 4. The dwelling mix is of neutral weight in the planning balance at this stage.
- 8.15 Although the proposals are not fully consistent with all elements of the Council's Core Housing policies in terms of mix, type and location, the weight given to Core Policies 3 and 4 is tempered due to the broadly out-of-date nature of the policies and due to the substantially higher housing needs for Slough as calculated by the Housing Needs Test (2021). The lack of a 5 year housing supply triggers the need to apply the tilted balance in the NPPF (as set out in paragraph 11). Limited weight is afforded to Core Policy 3 with moderate weight afforded to Core Policy 4 noting that this is also not fully consistent with the NPPF policies relating to affordable housing.

10. Affordable Housing

- 10.1 Core Policy 4 (Type of Housing) also sets out the affordable housing policy in the Core Strategy. This states that:

“All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.”

- 10.2 This took account of the affordable housing target in the then draft South East Plan of 35%. It also took account of a level of need in Slough identified in the Strategic Housing Market Assessment (2007) and reflected the proportion of affordable housing that was being achieved at the time.

- 10.3 Paragraph 7.62 of the Core Strategy recognises that the proportion of affordable housing that will be sought may vary depending upon the size and nature of the site. It does not, however, contain a specific viability test within the policy.

- 10.4 NPPF para 65 states:

“Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area”

- 10.5 The Council's affordable housing guidance is contained in the 'Developer Contributions & Affordable Housing (Section 106)' document, dated September 2017. This requires 40% affordable housing as a 'normal requirement'. The affordable requirement is then split between different tenures, with 62.5% of the overall requirement being for low cost rented housing and 37.5% for Intermediate housing on brownfield sites. The Council's guidance outlines an exemption approach for brownfield sites where viability has been identified as an 'issue' by agreement, permitting a reduced overall requirement of 35% affordable housing, which is then again split 62.5% low cost rented and 37.5% Intermediate. The Council further sub-divide the low-cost rent requirement, requiring between 22.5% and 24% (depending on whether it is 'normal' or a 'viability issue' application) as 'Slough Affordable Rent' and the remainder as 'Slough Living Rent.'

- 10.6 The Developer Guide notes that *“if a development, supported with a viability assessment, is agreed without being policy compliant re affordable housing policy it should be noted that the Section 106 planning obligation will include a review mechanism i.e. viability would be re-assessed at a later date”*.

- 10.7 The transitional arrangements set out in the Written Material Statement and Planning Practice Guidance confirm that the *First Homes requirement will not apply to sites with full or outline planning permissions already in place or determined (or where a right to appeal against non-determination has arisen)* before 28 December 2021 or applications for full or outline planning permission where there has been significant pre-application engagement which are determined before 28 March 2022. In the case of this submission, the statutory date expired 13 weeks post validation and a right to appeal has arisen. Therefore, for this reason, the First Homes policy does not apply to this planning application for outline planning permission.

- 10.8 The proposed development includes provision of 20% of all housing provided within to be affordable housing (equating to 18 x dwellings). The proposed tenure comprises Discount Market Sale (DMS) intermediate dwellings with the level of discount ranging from 20-30%.
- 10.9 The affordable housing provisions fall short of the minimum policy requirements and so the applicant has sought to justify the proposals on the basis of the Financial Viability Appraisal (FVA). The Council has appointed an independent consultant to review the FVA in order to validate the conclusions and to advise the local Planning Authority on whether the proposals are providing the maximum reasonable level of affordable housing, or if they are capable of delivering additional affordable housing.
- 10.10 The Council's Advisors (BPS) have reviewed the Financial Viability Assessment prepared on behalf of the applicant which concludes that the proposed scheme generates insufficient returns in order to justify providing any additional affordable housing contribution. Therefore, the provision of 20% of the development as affordable is considerably higher than what the viability suggests could be supported. Therefore, the proposed quantum of affordable housing is considered to represent a very good offer and is welcomed by officers. This provision will make a valuable contribution to the growing need for affordable accommodation within the Borough. It is acknowledged that few developments have delivered or supported this level of affordable housing within Slough, and so this proposal is considered to provide a substantial benefit to the scheme which adds a further positive weight in the balance.
- 10.11 Based on the information provided by the Applicant, BPS have concluded that the scheme delivers a lower financial deficit compared to the Applicant's consultant's conclusion. With 0% affordable housing, the FVA still shows the current scheme to be substantially in deficit. The Applicant has sought to optimise the development capacity which resulted in extending the development to the south and amending the dwelling mix in favour of smaller units in order to support additional affordable housing on the site. However, BPS has queried whether further efficiencies could be achieved in order to deliver higher sales. Officers consider that the provision of a substantial ground floor parking area along with the building service requirements provide constraints to improve upon the efficiency. Therefore, it is considered that the developer has optimised the capacity of this site and has arrived at an appropriate balance between providing sufficient car parking, increasing housing supply and designing a good quality development. The below summary table is included within the BPS Report and the Applicant's FVA which in summary form, demonstrates the positions of the Developer's consultant and the Council's advisors

Input	Aspinall Verdi	BPS	Comments
Private Sales Values (100% Private)	£25,596,000 (£494 psf)	£27,457,000 (£529 psf)	Disagreed - We consider the pricing included by Aspinall Verdi to be pessimistic based on new-build evidence available.
Car Parking	£500,000 (£10,000 per space)	£690,000 (£15,000 per space)	Disagreed - We consider Aspinall Verdi's pricing per space pessimistic but we have not applied value to the car parking spaces available for disabled users.
Ground Rents	£393,657	£0	Disagreed - We do not consider it reasonable on a current day basis to include value for ground rents given the Government's intention to limit them to a peppercorn.

Slough Affordable Rent Values	£302,680 (£138 psf)	£370,110 (£169 psf)	Disagreed - We have tested the SAR values using our in house affordable housing valuation model and consider Aspinall Verdi's values pessimistic. We request confirmation of the correct SAR rents from the Council.
Slough Living Rent Values	£1,737,120 (£218 psf)	£2,465,756 (£310 psf)	Disagreed - We have tested the SLR values using our in house affordable housing valuation model and consider Aspinall Verdi's values pessimistic. We request confirmation of the correct SLR rents from the Council.
Shared Ownership Values	£2,248,760 (£337 psf)	£2,603,359 (£390 psf)	Disagreed - We have tested the shared ownership values using our in house affordable housing valuation model and consider Aspinall Verdi's values pessimistic.
Build Costs	£23,415,278	£23,415,278	Agreed
Marketing	2%	1%	Disagreed - We consider Aspinall Verdi's allowance overstated.
Sales Agent Fees	1%	1%	Agreed
Sales Legal Fees	0.5% (£1,596 p/u*)	£1,000 p/u	Disagreed - We consider Aspinall Verdi's allowance overstated.
S106	£286,349	£413,170	Disagreed - We have been advised on a higher figure by the Council at this stage.
Finance	7.0%	6.5%	Disagreed
Profit (Private)	17.5%	17.5%	Agreed
Profit (Affordable)	6%	6%	Agreed
Pre-construction Period	12-months	12-months	Agreed
Construction Period	18-months	18-months	Agreed
Sales Period	18-months* 14% off-plan 3-4 sales per month	14-months* 40% off-plan 4 units per month	Disagreed - We consider Aspinall Verdi's sale rate pessimistic
Benchmark Land Value	£2,750,000	£2,750,000	Agreed - Adopted on a without prejudice basis by Aspinall Verdi, we reserve the right to further review this input noting Aspinall Verdi have not firmly agreed the input
Viability Position 0% Affordable	-£8,714,002 No affordable can be provided in viability terms	-£6,552,637 No affordable can be provided in viability terms	Agreed - Overall conclusion agreed although arriving at a different deficit after our changes outlined above.
Viability Position 35% Affordable	-£11,124,511 35% affordable not viable	-£9,574,659 35% affordable not viable	Agreed - Overall conclusion agreed although arriving at a different deficit after our changes outlined above.

- 10.12 In accordance with the Council's Developer Guide, the Council and Applicant agree that the development would be subject to a re-review of the scheme viability if planning permission is not substantially implemented, in order to determine whether additional affordable housing could be provided. This could be secured by way of a planning obligation within a s106 agreement.
- 10.13 In conclusion, notwithstanding the proposals conflicting with Core Policy 4, the proposals are potentially compliant with the provisions set out in para 65 of the NPPF (subject to 10% of the development being provided as low-cost home ownership as part of the affordable offer). The proposals include provision of 20% (18x) affordable homes (at intermediate DMS units) which is over and above what the viability suggests could be supported. This provision is welcomed along with the review mechanism which grants SBC a further opportunity to review the development if the permission is not substantially implemented. Officers consider the affordable housing proposals represent a very good and reasonable affordable housing offer, suitable for this regenerative development which is anticipated to contribute towards transformative change in this part of Slough. Officers consider that although they are not fully compliant with Core Policy 4, the affordable housing proposals are of considerable benefit (given the quantum) and are capable of being afforded further positive weight in the planning balance, in light of the current reported and verified viability position and therefore their inclusion adds to the sustainable mix of accommodation within Slough.
- 10.14 Given the absence of a 5 year supply of housing and the significant under delivery of affordable housing in Slough it is considered that the provision of affordable housing and considerable quantum of housing at optimum density are sufficient reasons to more flexibly apply other standards and guidance set out in the Development Plan. Officers consider this is a key determining factor in weighing up the merits of the development in the planning balance.

11.0 Design, Appearance and Layout

- 11.1 The National Planning Policy Framework, Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document and Policy EN1 of the Adopted Local Plan for Slough 2004, all require the design of the proposed residential development to be of a high standard of design and reflect the character and appearance of the surrounding area.
- 11.2 The design of proposed residential development should be of a **high standard** and must be **compatible with their surroundings** in terms of a number of criteria including **scale, height, massing / bulk, visual impact**. These factors are assessed in the context of each site and their immediate surroundings.
- 11.3 Paragraph 134 of the National Planning Policy Framework requires development that is not well designed to be refused, especially where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to development which reflects local design policies and government guidance on design; and / or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 11.4 The National Design Guide 2021 acknowledges that well-designed places do not need to copy their surroundings in every way. However, the National Design Guide advises that well designed new development is based on a clear understanding of the

architecture prevalent in the area, including the local vernacular to inform the form and scale of new development.

- 11.5 The National Design Guide states that well-designed tall buildings play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline. Proposals for tall buildings (and other buildings with a significantly larger scale or bulk than their surroundings) require special consideration. This includes their location and siting; relationship to context; impact on local character, views and sight lines; composition - how they meet the ground and the sky.
- 11.6 The Site Allocations DPD does not contain any specific design guidance in terms of the scale of development for this site or the wider Key Location. However, the Emerging Spatial Strategy sets out a number of recommendations and overarching strategy for the Area for Change/Key Location. It must be noted that the overall Emerging Spatial Strategy can only be afforded very limited weight as it is at an early stage in the adoption process and no policy has yet been formed. Therefore, although some of the text in the Emerging Spatial Strategy refers to design guidance specific to this development site, it should not be given anything other than very limited weight in coming to a recommendation.

Pre-Application Discussions

- 11.7 The Applicant has submitted a number of pre-application schemes to the planning authority for redevelopment of this site ranging from 8 to 20 storeys. In December 2020, Slough Borough Council were presented with a pre-app scheme for the erection of a part 4, part 9 part 12 storey residential led mixed use development to provide 119 flats with amenity terraces, ground floor flexible use and car park with creation of new vehicular access from/to Stowe Road. Parking was proposed within a split level ground and first floor mezzanine at 0.62 spaces per dwelling. The feedback given at the pre-application committee meeting focused on concerns over the height of development, the need for a high provision of affordable housing, ensuring residential amenity was respected and that the car parking provisions were low.
- 11.8 In response, the Applicant has revised the scheme reducing the height by 4 storeys at the Bath Road frontage to 8 storeys (from 12), reduced the height of the mid sections of the Stowe Road façade to 4-6 storeys, omitted the mezzanine car park level and ground floor flexible use, revised the southern elevation to orientate the windows away from adjoining properties and maintained the car parking ratio at 0.6 spaces per dwelling. The applicant has proposed to increase the level of affordable housing to 20% (from 0%). Further architectural, landscape and internal improvements to the siting and layout have been secured post submission (outlined in para 4 above).

Detailed Design and Appearance.

- 11.9 The proposal will look to utilise a mixture of 2 materials for the main massing of the building. There will be a combination of white brick and bronze cladding, the brick will help to mirror the residential surroundings whilst the cladding will represent the industrial/ commercial uses along Bath Road.



- 11.10 To provide further depth to the facade there will be a number of recesses, brick reveals and cladding details in particular around openings and balconies. A lighter 'white' brick provides a good robust material suitable for a residential building which is proposed to compliment the large amount of cladding around the area which has a similar colour palette to the chosen brick. The proposed approach is considered to achieve a complimentary aesthetic to Bath Road and will signpost this part of Bath Road with a more refined residential character.



- 11.11 It is considered that the contrasting bronze cladding adds a contemporary quality to the proposal and will exhibit a more modern approach in the regeneration of the area to elevate the urban fabric of the town. The statement materials will include a special brick which will be a white finish and only used around entrances to ensure that users are able to easily identify where to access the building from.
- 11.12 The applicant has included several bay studies showing the architectural detailing of the facades which indicate the quality of the architecture will be secured at the detailed design stages. There will be large, glazed elements to all units to ensure the dwellings

will have sufficient natural light within the living spaces. Certain windows will be obscured to prevent overlooking into neighbouring properties.

- 11.13 It is recommended that the samples of materials and detailed bay studies of the final facades are submitted for approval by way of condition in order to secure a high-quality finish and avoid downgrading the architecture and construction phases.

Scale, Height, Massing and Bulk

- 11.14 The scheme proposes a stepped form ranging from two/four storeys (at the southern end) to six storeys (in the centre) and Eight storeys at the Bath Road Frontage. There are set-backs at levels 4, 5, 6 and 7 which occur as further steps to the gradual stepping up to the Bath Road frontage. The scale and height of the development has been substantially reduced (from 12 storeys) following the preapplication discussions with officers. The element fronting onto Bath Road in particular has been revised from 12 storeys to 8 storeys with the set-back levels adjacent to Stowe Road also being lowered in response.



- 11.15 The above image illustrates a comparison of the proposed development with the existing 3 storey building which extends closer to the southern boundary (by 2.5m). The massing and height of the development steps down (from north to south) and is set in from the southern side (to the right) from the property boundary (adjacent to 1 Stowe Road) by 6.5. This represents a betterment from the existing condition with the current building close to the boundary with 1 Stowe Road.
- 11.16 The height of the development rises over the immediately adjoining neighbour to the east which comprises a SEAT car showroom (approx. two residential storeys) and the height of the retail showroom (Dreams/Sports Direct) to the west of Stowe Road opposite (approx. 3 residential storeys). The building gradually steps down to the south to a two-storey element which is set away from the southern boundary (next to side flank of 1 Stowe Road). The buildings on the opposite side of Bath Road comprise Halfords (approx. 3 residential storeys) and the Volvo Car Sales Showroom (approx. 3 residential storeys). The buildings to the south comprise a range of predominantly single storey bungalows (on Stowe Road and Masons Road). Jupiter Court lies to the west and comprises a gated block of 3 storey flats.



- 11.17 Planning Permission has been granted for a 6 storey self-storage warehouse at 361 Bath Road on land which lies next to the SEAT showroom to the east. The site opposite and next to Halfords is subject to a full planning application by Mackenzie Homes for a comprehensive redevelopment of the land east and west of Brook Path (North side of Bath Road) for 291 residential homes within two blocks ranging from 3-8 storeys and 3-14 storeys. This application is currently pending and will be determined at a forthcoming meeting of the Planning Committee.
- 11.18 In terms of the scale of the development, the 8-storey frontage block stands above the adjoining and adjacent buildings and provides a new landmark form of development within the area. The character of the building is distinctly residential and has a strong vertical rhythm accentuated with the articulation of windows and balconies. This vertical character deviates from the more horizontal but larger footprint commercial buildings in the vicinity. The scale and height of development bares a similar scale to the emerging 6 storey block of 75 x lats at 426-430 Bath Road which lies on the corner of Station Road and Bath Road (former National Tyre Hire and offices).
- 11.19 Although the taller elements of the development (at the Bath Road frontage) do not relate to or continue the heights of the immediate neighbours, due to the residential typology and form, and due to the wide open character of the Bath Road the building would not appear at odds or incongruous within this busy urban area on the A4 with the backdrop of the Slough Trading Estate to the east (in views looking from the west of Bath Road) and with large commercial warehouse buildings defining its mixed urban context.
- 11.20 Officers have applied due consideration to Para 7.13 of the Core Strategy (Spatial Strategy) acknowledges that “Some relaxation of the policies and standards in the Core Strategy may be permitted in order to maximise the potential social, environmental and economic benefits that planned regeneration may bring”. This proviso was identified in order to reinforce the Core Strategy Core Objectives to promote regeneration within Selected Key Locations at an appropriate scale. Therefore, it is accepted that the proposed development introduces a new form and scale of development to the area, but given the approach taken to the proposed design, the stepping down of height to the rear and quantum of housing (including some affordable) that the scale and height of development is appropriate for this location. The taller elements respect the height of the adjoining buildings by setting back the upper floors within each component and utilising a range of lightweight brick accentuated with vertical bronze cladding to draw out the vertical nature of the building.
- 11.21 In the context of Local Plan Policy EN1 and Core Policy 8, officers view the scale, height, massing and bulk of the development to be appropriate to this area, which is designated for regeneration and an Area for Change in the Core Strategy and Site Allocations Development Plan Document.

Townscape Impacts

- 11.22 The DAS includes visual images from various angles and locations within the area to inform the consideration of building height, scale, massing and siting and the relationship with the immediate and longer-range contexts. The images include a scenario with cumulative development schemes added and without (ie: as the site appears today).
- 11.23 The applicant has submitted longer range views of the development from Burnham Station and Station Road (to the north) and Lower Cippenham Road (from the south) and these illustrate the potential effects on the skyline. These views illustrate that the proposal will have a limited impact on these views taken from primary roads within the area. There would be quite a substantial impact on the local to medium range views with the height of the development projecting above the Bath Road retail warehouses and showrooms and the low rising suburban housing to the south and north of Bath Road. The height and scale of the development extends above the prevailing low rise residential area in views north from Masons Road and Stowe Road.
- 11.24 Due to the lower rise height of the surrounding buildings to the south including the showrooms and retail warehouses on Bath Road, the development of 375 Bath Road would extend above the existing townscape and would appear as a new feature within the area. This positively responds to the urban setting of Bath Road but is considered to detract from the suburban context of the residential areas to the south and north with buildings being one-three storeys.
- 11.25 In the local views (from the south), the form of the building would be accentuated through the stepping up of height from the south to the north. The lower 2-4 storey rear element would compare with the height of the adjacent big box retail showrooms at the north-western end of Stowe Road adjacent to the site in views from the south looking up Stowe Road. The taller blocks would be read in a more distant view from the surrounding streets and rear gardens which provides an acceptable degree of separation between the development and residential areas to the south. In townscape terms the development has some potential to have a minor adverse impact on the townscape character of the low-rise residential area comprised of the streets including Masons Road and Stowe Road. However, this context is of a low sensitivity in townscape terms and the stepping up of height and articulated building design and recessive roof levels minimises the scale of the development against the low-rise residential backdrop.
- 11.26 In principle, the stepping down in height and setting back of the upper floor levels, is welcomed as an attempt to gradually step down to the lower rise residential buildings and reduce the perceived change in scale from the areas to south.
- 11.27 In considering the substantial scale of the building consideration has been given to the guidance set out in the Allocations Site document referenced in this report. Specifically, the design guidelines identify that the site is within a Key Location which is identified as an Area of Major Change in the Core Strategy. If the car sales operation ceases on the various sites there would be the opportunity to comprehensively regenerate this important main road frontage in a way which would improve its appearance and make better use of the land.
- 11.28 Although the policy stops short of advocating a specific building height, the principle of this area being an 'Area for Major Change' and for 'Comprehensive Regeneration' does provide an opportunity for different scale buildings which contrast with the existing character. As such, it is the officers view that the policy guidance allows for a larger

scale residential development to be accommodated subject to the design considerations set out in the Key Location criteria and criteria set out in the Local Plan Policy EN1. It is inevitable that there would be a degree of change to the character of the area in terms of the scale and height of development and that this provides some in-principle justification for extending above the height of the adjoining commercial buildings at the Bath Road end and stepping down to the rear to consider the scale and character of the residential areas to the south. The development would also improve the Bath Road frontage by removing the existing non-descript Tool Hire building with a modern looking building with more active frontages on Bath Road and Stowe Road within an improved public realm setting. In this sense, the proposals are consistent with the aims and objectives of the site-specific policy guidance which seeks to deliver change and regeneration in the area.

11.29 It is considered the architectural principles of the development will deliver an appropriate response to the context in terms of appearance, acknowledging the relationship with the bungalows to the south. The height on Bath Road at 8 storeys would appear significantly larger than the existing height of adjoining lower rise warehouses and showrooms which does not reflect the existing characteristics of the townscape. Nonetheless, the area is designated for residential led regeneration and therefore, it is recognised that there are valid reasons to deviate from the established scale of the current buildings, without causing undue harm on amenities or the wider streetscape.

11.30 The townscape assessment with illustrative massing alongside the detailed design façade studies indicate that the proposed height, massing and scale of the development would comprise a high-quality design which enhances the Bath Road frontage bringing about a qualitative change in appearance to the area.

Comprehensive Redevelopment:

11.31 Policy H9 of the Local Plan requires a comprehensive approach should be taken in any residential development scheme to ensure that adjoining land which is capable of development is not sterilised. Commercial schemes which sterilise residential land or prejudice the ability of potential residential units being provided or brought into use will not be permitted.

11.32 The applicant has demonstrated in their Design and Access Statement that the height and massing would integrate successfully within an indicative massing/layout with comprehensive development taking place.

11.33 At pre-app stage, the Council advised that *in absence of adjoining sites coming forward, it is considered that any application needs to be carefully assessed in its current context in addition to the context with a comprehensive development coming forward*. The DAS scheme includes some plans and images which show a potential comprehensive development option which include development on adjoining and adjacent sites within the Strategic Key Location site SKL01.

11.34 It is considered that the block plans and 3D massing plans illustrate that the area would undergo a significant level of change which has the potential to deliver new housing in a comprehensive way. The site would seem to lend itself to forming part of a larger block with the Bath Road frontage being continued to the east. The proposed flank windows in the proposed development at levels 7 and upwards will need to be obscured as it would be inappropriate to create an eastern aspect which would overlook the adjoining SEAT site. This is needed to prevent unacceptable piecemeal development and avoid prejudicing the development potential of the adjoining site.

- 11.35 The proposals are designed to provide some projecting and recessed balconies external terraces which are south facing and which are shown to provide greened amenity areas. These could be designed to assimilate with the neighbouring site in a potential mirror image development without being unduly compromising to each other.
- 11.36 In summary, officers consider that the proposals could accommodate a wider comprehensive development or work as a standalone development, without unduly harming the development potential of adjacent sites having significant adverse townscape impact on the area as a whole.

Design Summary:

- 11.37 Officers consider that the development proposals comply broadly with the Local Plan (Policy EN1) and Core Policy 8 requirement to reflect a high standard of design which is compatible and improve the surroundings in terms of:

a) Scale;

- 11.38 The proposed scale at the Bath Road frontage is greater than immediate scale of retail showrooms and car showrooms, and warehouse units but would be seen in the backdrop of a busy urban environment on a key route into Slough close to Burnham Station, Elmshot Lane facilities, retail parks and STE. The scale is not wholly out of keeping with a busy urban area which includes a range of building heights greater than low rise suburban hinterland to the south. The scale is comparable with the approved scale of the nearby 6 storey self-storage facility at 361 Bath Road and the flatted development at 426-430 Bath Road.

b) Height;

- 11.39 The Height does not continue the height of adjoining and adjacent showrooms and warehouses but would not be overly prominent in mid-range views (looking up and down Bath Road) or from the wider area due to the stepping down in height to the rear. The increase in height of building would be read in connection with height of other emerging schemes coming forward within the Area for Change which forms a part of the Core Strategy and emerging Spatial Strategy where regeneration is capable of taking place subject to planning site specific requirements.

c) Massing/Bulk;

- 11.40 The Massing and Bulk introduces new form to the area but stepping down to the rear ensures satisfactory relationship with the lower rise area to the south. Some harm to character of this area but limited in townscape terms.

d) Layout;

- 11.41 The residential layouts meet minimum space standards and provide acceptable quality living environments. The proposed parking layout is acceptable and provision of amenity space within the scheme appropriate.

e) Siting;

- 11.42 The set back from Bath Road leaves space for landscape buffer and pedestrian movement improving appearance of Bath Rd frontage and greening of area. The

development reduces in height at the rear and windows are sited to avoid direct overlooking/reduction of light.

f) Building form and design and g) architectural style;

- 11.43 The applicant has demonstrated how good quality façade treatments could be achieved with modest design details with depth and order to the elevations due to the window reveals, brick detailing, contrasting roof set back and balcony definitions. The proposals are considered to demonstrate a high standard of design overall enhancing appearance of the area subject to detailed bay studies being secure by conditions.

h) Materials;

- 11.44 The proposed white brick detail and bronze rendered facade selections improve upon design and provide a good quality combination of complimentary materials enhancing the appearance of development and area. Samples of the materials will be conditioned along with detailed façade/bay studies to secure the quality is not downgraded at the construction stages.

i) Access points and Servicing;

- 11.45 The proposed vehicular access is considered to be safe, subject to compliance with the recommendations of the Stage 1 Road Safety Audit. The proposed additional servicing and delivery provisions are also considered safe and are agreed with highways and HSE (relating to fire safety)

j) Visual impact;

- 11.46 It is considered the proposals will improve the Bath Road frontage and will enhance the urban character of this Area for Change in part compliance with SKL01 in local views. There are anticipated to be some localised conditions whereby the height of the development will appear visually noticeable in some views from the residential gardens and residential streets to the south, but this does not comprise a significant or material harmful impact overall. The impact of the development will detract from the character of the low rise residential suburban hinterland with taller elements seen in the background. But, the elements that appear tall and visually dominant will be separated by a sufficient distance to not be overbearing or overly dominant. There would be no harm in mid-range views although some change to the roofscape in some areas. There are no adverse long-range impacts on character areas or heritage assets.

k) relationship to nearby properties;

- 11.47 The applicant has demonstrated that there will be a satisfactory relationship to adjacent retail showrooms and car garage in design terms. There would be no significant worsening in the relationship with adjacent residential properties, and no significant daylight, sunlight, overlooking or overshadowing effects to arise. The development will not be visually intrusive (as windows are angled away from garden areas) or obtrusive (no sunlight, daylight over overshadowing has been found).

l) relationship to mature trees; and m) relationship to water courses.

- 11.48 The proposals have no impact on nearby mature trees or watercourses.
- 11.49 Officers have considered the above factors in the context of this site and its immediate surroundings. The proposed development is considered to result in a good design

which improves upon character of area therefore does not constitute a poor design which is not in-keeping or an over-development.

- 11.50 There is a substantial degree of compliance with the detailed factors relevant to determining the design quality of this proposal which indicates that the scheme is in accordance, on the whole with Policy EN1 alongside Core Policy 8 which requires the design of the proposed residential development to be of a high standard of design and reflect the character and appearance of the surrounding area, which comprises an area planned for regeneration.

Density

- 11.51 The scheme proposes 91 dwellings on 0.203 ha of land, which translates to around 448 dwellings per hectare (dph). It is acknowledged that the Core Strategy (Table 1 to Policy CP4) recommends a density range of between 40-75 dph is an acceptable indicative density (for the site's urban location). The site is not a town centre location (where densities of over 70 dph are supported) but it is recognised that the site is at a location whereby comprehensive regeneration is to be encouraged.

- 11.52 It is also recognised that the Council must have regard for decisions that promote 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 as per the guidance set out in the NPPF (2021). Furthermore, NPPF (2021) Paragraph 119 advises that decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

- 11.53 Officers consider that a higher density scheme is justified on this site, as a good quality design has been demonstrated with a good level of affordable housing with good quality residential accommodation. The proposals are broadly consistent with the Key Location Allocation guidelines.

Residential Housing Quality

- 11.54 In respect to the quality of the proposed residential accommodation, Core Policy 8 requires a High Quality Design and states that all development will: a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable; (and) c) Provide appropriate public space, amenity space and landscaping as an integral part of the design. Local Plan Policy EN1 (Standard of Design) states that development proposals are required to reflect a high standard of design. Para 130. of the NPPF states that planning decisions should ensure that developments (f) create places that are safe, inclusive and accessible and which promote health and well-being, *with a high standard of amenity for existing and future users*; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

11.55 In considering whether the proposed development provides a high quality standard of design, officers have reviewed the internal spaces standards and good quality aspect/outlook with regard to the layout of the floorplans and orientation of windows. The Nationally Described Space Standards have been applied which set out the minimum recommended standards for internal flat sizes. For flatted developments, the minimum sizes apply:

- 1 bed 1 person (Studio) units: 37 sqm (with shower)/39 sqm (with bathroom)
- 1 bed 2 person units: 50 sqm
- 2 bed 3 person units: 61 sqm
- 2 bed 4 person units: 70 sqm
- 3 bed 5 person units: 74 sqm

11.56 The applicant has submitted a detailed floorplan with the measurements for all 91 apartments listed. There are 4 apartments within levels 5, 6 and 7 which fall marginally short of the standards. On level 7 a 1 bed 2 person unit (49 sqm) falls short by 1 sqm and a 2 bed 3 person unit (60 sqm) also falls short by 1 sqm. On level 5 a 1 bed 1 person flat (38 sqm) falls short of the NDSS by 1 sqm and on level 6 a 1 bed 2 person unit (49 sqm) falls short by 1 sqm. In light of the shortfall in internal floor area being very marginal, these apartments are considered to provide a satisfactory standard of design considering they are located on the upper floors and have good access to outdoor amenity and are well designed in all other respects. It is considered there would be an acceptable floor area with all other apartments in the development.

11.57 The flats have been designed efficiently around a central corridor with a C-shaped form on level 1 an L-shaped form on levels 2-7. There would be internal courtyard facing flats with an eastern and southern aspect and Bath Road/Stowe Road facing flats. Due to the efficient layout proposed which responds to the dimensions of the site, the residential apartments are predominantly single aspect and this approach is considered to optimise the use of the site in accordance with the NPPF.

11.58 There would be some courtyard facing apartments located at lower levels which are sited in the corners of the blocks. These may benefit from lower light levels and a restricted outlook in some instances (eg: if underneath and next to projecting balconies). These conditions are unavoidable due to the dense nature of the scheme but are partially off-set through the access to balconies, provision of visual privacy screens and high floor to ceiling glazed windows. The layouts have also been amended to ensure that the living room areas benefit from more open aspects and have been moved away from the corners insofar as it is possible.

11.59 Each apartment benefits from a private balcony and use of the podium courtyard. There are some upper-level apartments on levels 4, 5, 6 and 7 with access to private roof terraces.

11.60 Overall, it is considered the proposals provide a good standard of living accommodation which broadly meet the required design standards and would accord with the Local Plan policy requirement set out in EN1 and the Core policy 4 requirements set out in Core Strategy.

12.0 Transport and Car Parking

12.1 The National Planning Policy Framework requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between vehicles, cyclists

and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. This is reflected in Core Policy 7 of Slough's Core Strategy.

12.2 Paragraph 111 of the National Planning Policy Framework 2021 states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

12.3 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The Parking Standards have been updated within Part 3 of the Slough Developer's Guide.

Vehicle Access

12.4 The site will be accessed from a new vehicular access from Stoke Road at the rear of the site. The existing access onto the A4 Bath Road would be closed to vehicles and the footway reinstated.

12.5 In response the advice provided by SBC Highways and Transport officers, the applicant has made the following amendments to the proposed site access:

- A Stage 1 Road Safety Audit by an independent safety auditor has been instructed of the proposed site access arrangements.
- Provision of an off-street loading bay to avoid delivery vehicles blocking the public highway (as shown on Patrick Parsons Drawing No. A20250/105-Rev-P4, titled *'Proposed Site Access Plan'*, dated September 2021).
- The building line has been amended to allow Slough Borough Council to implement their road widening line at the junction of Bath Road / Stowe Road if required.
- The proposed car park height has been amended to 2.75m to ensure delivery vehicles, removals vans or residents vans can ingress/egress the site, as shown on Patrick Parsons Drawing No. A20250/105-Rev-P4, titled *'Proposed Site Access Plan'*, dated September 2021).
- The applicant has confirmed the provision of dropped kerbs for pedestrians at the junction of the proposed site access / service road.
- Landscaping has been provided using land within the applicant's ownership along the frontage with Bath Road.
- Gate set back 5.7m from the back of the footway and 8m from the edge of the carriageway to prevent cars blocking the footway.
- Gate control confirmed to be automatic and that all residents with a space on site will be provided with remote controls to keep in their cars.

12.6 Subject to agreement of the Stage 1 RSA and resolution of any safety issues identified, SBC Highways and Transport can confirm they have no objection to the proposed access arrangements for the proposed development. A Section 278 agreement under the Highways Act will be required for completion of the access junction and the modified table junction to the south of the site access.

Access by Sustainable Travel Modes

- 12.7 The potential exists for residents of the development to make journeys by rail, bus, walking and cycling.
- 12.8 From the proposed development, Burnham Railway Station is located approximately 650 metres away (8 minutes' walk and 4 minutes cycle). Burnham Rail station now offers Crossrail services and has 6 trains per hour to Reading in the west and London Paddington to the east.
- 12.9 Slough Retail Park is located approximately 500 metres from the proposed development site, whilst M&S Simply Food is located approximately 600 metres from the proposed site (6 minutes cycle and 8 minutes' walk). Slough High Street is located 3800m (46 minutes' walk / 15 minutes cycle).
- 12.10 The nearest bus stops are the Burnham Lane bus stops on the A4, approximately 200 metres from the proposed development site. The number 4 bus offers an hourly service to Cippenham, Maidenhead Town Centre, Slough Town Centre and Heathrow Airport. In addition, the 702 Greenline Bus stops 3 times per day outside the site offering a connection to London Victoria, Reading and Windsor.
- 12.11 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'*.
- 12.12 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 it's greater perceived quality and the importance of rail services.

Trip Generation

- 12.13 The information submitted includes a trip generation forecast based on TRICS survey sites. TRICS is the national trip generation database. The submission includes a forecast of trips completed by sustainable travel modes, forecasting that during a typical day there will be 13 arrivals and departures by cycling, 144 by walking, 56 by bus and 58 by rail.
- 12.14 The development is forecast to generate 14 two-way vehicle trips during the AM Peak Hour and 19 two-way vehicle trips during the PM Peak Hour. This is equal to 1 additional vehicle trip every 3 minutes.
- 12.15 The TS states that survey sites with a parking ratio of 1.0 – 1.5 parking spaces per dwelling have been selected, which is higher than the number of spaces at the proposed development and therefore the trip generation forecast is a worst case scenario.
- 12.16 SBC Highways and Transport Officers raise no objection to the proposed development on the basis of the trips generated by the proposed development. The forecast additional vehicle trips will disperse in several directions and are unlikely to have a perceptible impact on congestion/journey times on the surrounding road network.

Car Parking

- 12.17 The proposed layout provides 55 car parking spaces (including 4 x accessible parking bays), which would provide a parking ratio of 0.6 parking spaces per dwelling for the

91 proposed dwellings. This is a shortfall of 68 parking spaces against the number required by the SBC Parking Standards.

- 12.18 If the Slough Borough Council parking standards were to be applied, then 123 parking spaces would be required for a development located within a Predominantly Residential / Rest of Town Centre area as shown in the table below:

	Spaces Per Dwelling (All Spaces Communal)		Required Spaces	
	Car Spaces	Cycle Spaces	Car Spaces	Cycle Spaces
1-Bedroom (x45)	1.25	1	56	45
2-Bedroom (x35)	1.75	1	61	35
3-Bedroom (x3)	1.75	1	5	3
Total			123	83

Source: Slough Developers Guide – Part 3: Highways and Transport (2008).

- 12.19 The Slough Borough Council Parking standards allow for a reduced level of car parking in the Town Centre / Core Commercial Area. However, the proposed development is not located within the Town Centre or the Core Commercial Area.
- 12.20 Notwithstanding the standards set out in the Council's Supplementary Planning Guide, the NPPF para 105 recommends that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. Para 108 of the NPPF states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.
- 12.21 Given the site's relatively accessible location and the potential to improve sustainable travel in the area via S106 Contributions, SBC Highways and Transport officers advice that a reduced level of parking provision could be acceptable if suitable financial contributions are made towards the improvement of sustainable transport infrastructure in the surrounding area. This approach is considered to be consistent with the guidance set out in the NPPF outlined above in addition to para 110 which states that in assessing specific applications for development, it should be ensured that: *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'*.

On-Street Parking

- 12.22 SBC have requested a contribution of **£6,000** towards the implementation of a controlled parking zone on the surrounding roads, which the applicant has accepted. This is necessary to prevent an impact on availability of parking for residents of Stowe Road, Merton Road, Iona Crescent and Brook Crescent which are situated within walking distance of the proposed development.

Section 106 Contribution towards Sustainable Travel Infrastructure

- 12.23 SBC Highways and Transport have no objection to the proposed low car parking ratio on the basis that the following Section 106 contributions are made towards sustainable travel initiatives within Slough:

- **£72,500**– Improved Bus Service Frequency / Slough Mass Rapid Transit (MRT);
- **£27,575** - Slough Car Club Scheme;
- **£13,695** - Burnham Cycle Route (identified within SBC Walking and Cycling Plan); and
- **£12,006** - Slough Bike Hire Scheme.
- **£3,000** – Travel Plan Monitoring

12.24 These contributions are required to support the increased demand for travel by sustainable travel modes in the area. The low car parking provision brings with it an inherent requirement for residents to travel by sustainable modes, given some residents will not be able to park a car. This will create additional demand for travel by buses, bike hire, car clubs, footways and cycleways.

12.25 Therefore, the contributions are required to ensure the development is compliant with Core Policy 10 of the Slough Core Strategy (2006 – 2026) which states that: *‘Developments will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable’.*

Electric Vehicle Charging

12.26 Slough’s Environmental Quality Team have accepted the proposal for 16 (31%) of parking spaces to have access to Electric Vehicle Charging Points (EVCP) and for 36 (70%) of parking spaces to be fitted with passive charging infrastructure for the future provision of charging points when needed to meet rising demand for electric vehicle charging.

12.27 The Slough Low Emissions Strategy (2018 – 2025) requires the provision of 1 charger per parking space, where parking spaces are allocated to dwellings, but allows for 10% of spaces to be fitted with an EV Charger where a communal parking layout is proposed. 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

12.28 The proposed development will provide 92 cycle parking spaces, with these provided on the ground floor only in stackable parking spaces. At the request of SBC, the cycle parking is provided in a store which is in close proximity to the A4 Bath Road in close proximity to the segregated cycle route which SBC have secured funding towards.

12.29 The number of cycle parking spaces is in accordance with the Slough Developer’s Guide which requires the provision of 1 secure, covered cycle parking space per dwelling. The applicant has confirmed that access to the cycle stores will be controlled by pin pad, with the code available only to residents.

12.30 The applicant has amended the proposed site layout to provide Sheffield stands along the site frontage for short-stay visitor cycle parking. The Slough Developers Guide – Part 3: Highways and Transport requires the provision of visitor cycle parking for flatted developments of more than 10 dwellings.

Travel Plan

12.31 At the request of SBC, the Travel Plan has been amended to include modal split targets for the first 5 years of the development’s operation. The Travel Plan targets mode shares of 13% for cycling, 22% walking, 12% bus, 16% rail and 17% single occupancy

car journey. The Travel Plan targets will be updated based on surveys of new residents 6 months after the first occupation of the development.

Deliveries, Servicing and Refuse Collection

- 12.32 SBC Highways and Transport require confirmation that bins will be moved to the collection point by the building management company and not residents.
- 12.33 The applicant has calculated the amount of refuse storage required in accordance with Slough's guidance document titled: 'Refuse and Recycling Storage for New Dwellings', resulting in the provision of 14 x 1100L Euro bulk bins for waste and recycling and 1x 1100L bin for food waste.
- 12.34 Otherwise, SBC Highways and Transport are satisfied that servicing and refuse collection for the proposed dwelling can be completed under the proposed arrangements and have no objection due to provision for deliveries and servicing.
- 12.35 SBC Highways and Transport request a contribution of **£3,000** towards the TRO for the proposed loading bay on Stowe Road.

Summary and Conclusions

- 12.36 Subject to the agreement of a Stage 1 Road Safety Audit and agreement of contributions towards sustainable travel measures, and the imposition of appropriate planning conditions there are no objections to the proposed development on Highways and Transport Grounds.

13.0 Sustainability and Energy

- 13.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires developments of 50 or more dwellings to achieve better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically, 15% lower than the Target Emission Rate (TER) of Building Regs in terms of carbon emissions is required.
- 13.2 In addition, energy generation from low or zero carbon sources on site or nearby to generate the equivalent approximately 10% of the development's carbon emissions. This defined by the carbon emissions figure of 15% lower than TER as described above.
- 13.3 The Applicant has submitted an Energy Statement which demonstrates that the design and specification achieves a reduction of 58% in on-site regulated emissions. This could be achieved by following the Energy Hierarchy through demand reduction measures (improved U-values, improvement of air tightness, more efficient controls and heat recovery technology), energy system with preference for individual unit heating and hot water systems and suitable renewable energy generation from solar PV panels.
- 13.4 Subject to the above measures being conditioned and verified post construction/pre-occupation the proposals are capable of demonstrating compliance with the Developer Guide 2 and Core Policy 8 of the Core Strategy.

14.0 Amenity Impacts

- 14.1 The National Planning Policy Framework encourages new developments to be of a high-quality design that should provide a high standard of amenity for all existing and

future occupiers of land and buildings. The National Design Guide 2021 advises that well-designed buildings relate positively to the private spaces around them. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policy EN1. The Site Planning Objectives set out in Selected Key Location 1 of the Council's Site Allocations DPD requires development to protect the amenities of adjoining residential areas.

- 14.2 The site is located to the north of the recently extended 1 Stowe Road (as pictured below). There will be views of the development at oblique angles from the garden in 1 Masons Road to the south-east of the site and oblique views of the 4-storey rear element from frontages of 1, 3 and 5 Stowe Road. The separation distance from the rear of the amenity spaces in the Mason's Road properties and elements of the development are over 20m away. There will be views of the lower rise elements of the development from the block of flats at 1-4 and 19-24 Jupiter Court to the southwest of the site on Stowe Road.



Fig S1: Existing Neighbourhood Impact

- 14.3 It is considered there are on the whole, very few properties which are in proximity to the development. The only property with potential to be significantly affected comprises 1 Stowe Road which contains first floor dormer windows in the northern elevation. These windows will overlook the two-storey element of the development at the southern end. The main external wall of the development is located approx. 10m from these dormer windows. The first-floor rooms within 1 Stowe Road will also have oblique views of the four-storey rear elevation of the development to the northwest.



- 14.4 In terms of overlooking and privacy, the proposed development does not cause visual intrusion to the detriment of the above properties as a result of the orientation of windows in the southern elevation of the development (as pictured below) which face at oblique angles away from 1 Stowe Road 1 Masons Road. There are no other windows or garden areas which stand to be directly overlooked by the development.



- 14.5 The proposals will not amount to any increase sense of enclosure at the rear garden area at 1 Stowe Road as the development is not sited directly next to the garden. There will be no direct views of the development from the rear of this property.
- 14.6 There will therefore be no residential properties affected directly by virtue of the separation distance to the properties south west at Jupiter Court which comprise a number of dual aspect flats with east, western and southern facing windows.
- 14.7 In terms of daylight and sunlight, the applicant has submitted a revised assessment in accordance with BRE Guidelines. The windows and habitable rooms within 1, 3, 5 and 7 Stowe Road and flats within Jupiter Court were assessed for Vertical Sky Component (VSC) and Daylight Distribution (DD) respectively.

1 Stowe Road:

- 14.8 Regarding VSC, the Assessment confirms that all windows within 1 Stowe Road comfortably meet the BRE guidelines. The report confirms that windows facing the development site experience gains, i.e. more light with the development, in place ranging from 1.45 %VSC points (W3) to 8.72 % VSC (W1).
- 14.9 Similarly, for Daylight Distribution, all rooms comfortably meet the BRE criteria, with the ground floor bedroom experiencing a gain of 6.21% points. For sunlight (APSH), the windows remain BRE compliant during the course of the year and during the winter months.
- 14.10 The existing commercial building on site is set very close to the site boundary being only a few feet from the side elevation of 1 Stowe Road. The proposed development, on the other hand, is set some distance away from the boundary. As such, when

compared to the existing situation, much more light comes from around the sides and over the top of the proposed development, giving rise to the substantial gains.

3 Stowe Road:

- 14.11 This building is situated just south of 1 Stowe Road. There are 3 windows at first floor level (small rooflights) which face north towards the site. 2 of these windows serve a bathroom and circulation space so they need not be assessed. The remaining window serves a dual aspect bedroom with a larger main window facing east, which remains unaffected in sunlight and daylight terms. This building will not be adversely affected by the proposed development

5 Stowe Road:

- 14.12 The side north facing windows of this building would not be able to see the proposed development because they are positioned behind 3. And even if they could, they are secondary windows with the main windows, facing east or west remaining unaffected.

7 Stowe Road:

- 14.13 This building is situated further south on the opposite side of Mason Road, see accompanying drawing Daylight and Sunlight Report. All habitable rooms within this property are either dual aspect, or triple aspect in the case of the ground floor kitchen which means that this building would not be materially affected by the proposed development. North facing windows have been assessed and the results show that there will be only a fractional reduction in VSC, which are within accepted tolerances.

5 Jupiter Court:

- 14.14 This building is situated to the west of the site. The VSC and DD results show that the Kitchen Living Dining rooms to the front of the building will not be affected by the proposed development. This is because the proposed development will be stepped back away from the site boundary to the east.
- 14.16 There are no unneighbourly adverse impacts on residential amenity as a result of the proposed development. Therefore, the proposed development is compliant with amenity criteria set out in Local Plan policy EN1 and Core Policy 8, and NPPF.

15.0 Air Quality

- 15.1 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. Proposal should not result in unacceptable levels of air pollution. The National Planning Policy Framework requires planning decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified.
- 15.2 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. Paragraph 186 of the National Planning Policy Framework clarifies that planning decisions should ensure that any new development in Air Quality Management Areas (AQMA) and Clean Air Zones is consistent with the local air quality action plan.

- 15.3 An Air Quality Assessment (AQA) has been prepared by Syntegra Consulting in support of this application. Adequate controls in terms of dust mitigation are recommended at the construction stages, in light of potential for cumulative developments coming forward. These can be secured by way of a Dust Management Plan and a monitoring regime, which should form part of the CEMP condition.
- 15.4 The proposed development is not located within an AQMA and in line with the Low Emission Strategy Technical Guidance, Air Quality Officers advise that the development is classified as having a medium air quality impact. As such, it is recommended that Mitigation measures, contained in the LES Planning Guidance are secured. These mitigation requirements require:
- Electric vehicle re-charging infrastructure in line with table 7 of the LES Technical Report. The proposal for 16 (30%) of parking spaces to have access to EV charging and for 36 (70%) of parking spaces to be fitted with passive charging infrastructure for the future provision is accepted;
 - A Construction Environmental Management Plan (CEMP) to be produced and submitted to SBC for approval prior to commencement of works. It must include details of non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report and construction vehicles shall meet a minimum Euro 6/VI Emission Standard.
 - All heating systems shall meet the emission standards laid out in Table 7 of the LES Technical Report.
 - The Travel Plan shall be monitored and include details of the promotion of electric vehicle use and usage of the EV charging infrastructure.
- 15.5 The AQ Officer recommends a rapid public charger is proposed but officers consider that given the scale and type of development (ie: a residential use), there would not be a requirement to deliver a rapid charger for the public which would generally not relate to this development. Officers consider the s106 agreement prioritises other sustainable greener forms of transport improvements such as promoting cycling through contributing towards local cycle routes, bike hire scheme and access to an EV car club.

16.0 Noise

- 16.1 An environmental noise assessment has been prepared by Syntegra Consulting in support of this application. The dominant noise source on site was identified as traffic from the A4, however it is noted that plant noise was also audible.
- 16.2 Due to high noise levels on the northern façade, the Environmental Quality Officer recommends that the windows will be closed to achieve the internal noise level requirements of BS 8233, with suitable glazing and ventilation. This includes:
- North façade: double glazing in 10/12/6 configuration to achieve a sound reduction index of 38dB Rw and acoustic trickle vents with Dnew of 44dB. It is recommended however that mechanical ventilation with heat recovery is installed so that future occupants are able to control overheating without compromising internal noise levels by opening windows for ventilation.
 - East, south and west façade: double glazing in 4/12/4 configuration to achieve a sound reduction index of 34dB Rw and acoustic trickle vents with Dnew of 40dB for the east and west facades. As above, it is recommended that the units closest to the A4, and those in line with the external plant, have mechanical ventilation with heat recovery installed. Natural ventilation via openable windows is suitable for the south façade only.

- 16.3 Full details of the glazing and ventilation must be submitted to the LPA, by way of condition, prior to installation and approved by the LPA in writing.
- 16.4 Regarding external amenity within the podium courtyard and balconies, the monitoring and modelling results indicate that noise levels are not expected to exceed 45dB, no specific mitigation is required.
- 16.5 In summary, with the application of the mitigation outlined above as secured by conditions, internal and external noise levels are expected to be acceptable. To ensure that the plant room on the ground floor does not cause noise disturbance, details of plant to be installed in this room and their likely noise outputs shall be conditioned, so the LPA can determine whether additional mitigation is required. Full details of the glazing and ventilation to be installed are required by condition. The above recommendations are proposed and agreed with the Council's Environmental Quality Officer.

17.0 Ground Contamination

- 17.1 Paragraphs 183 of the National Planning Policy Framework require a site to be decontaminated so that it is suitable for its proposed use. Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that 'development shall not cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 17.2 The Council's Land Contamination Officer has not raised any concerns for the proposal. A Phase 2 Intrusive Investigation Method Statement, Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy and Remediation Validation are recommended as conditions. No objection is raised to the application in respect of contamination impacts, but a condition is recommended for further investigative works prior to development is required.

18.0 Drainage and Flood Risk

- 18.1 Core Policy 8 states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. Sustainable Drainage Systems (SUDs) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. Advice from the lead local flood authority should be taken into account.
- 18.2 The site is within Flood Zone 1 and is less than 1 Ha in size. Therefore, a flood risk assessment is not required to be submitted as part of the submission. The Applicant has included a surface water drainage strategy (revised in June 2022).
- 18.3 The Lead Local Flood Authority advisor and Thames Water have raised no objections to the proposals subject to appropriate conditions. There is no evidence to suggest that the site suffers from surface water or ground water issues that would not be capable of being dealt with by conditions.

- 18.4 Pre-commencement conditions are recommended requiring (1) the submission of 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 (2) a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site. Subject to the detailed drainage scheme managing surface water and foul discharge, the proposals would comply with Core Policy 8 alongside the guidance in the NPPF.

19.0 Ecology/Biodiversity

- 19.1 Paragraph 179 (b) of the NPPF requires new development to promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for 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. Saved Policy EN22 sets out that special account will be taken of nature conservation interest when determining proposals for development which would be detrimental to land which contains features of ecological importance. Ecological appraisals are required where proposed development is likely to threaten any nature conservation interest. The suite of policies and intent of which are broadly consistent with each other although the NPPF para 179 requires measurable biodiversity net gains to be secured.
- 19.2 The site is of low ecological value and will be enhanced through the provision of landscaping and tree planting on the Bath Road frontage and within the podium courtyard and other greening around the building edges. Although no biodiversity net gains calculation has been provided, it is anticipated that the proposal will result in net gains.
- 19.3 Subject to conditions securing biodiversity net-gains the proposals are capable of demonstrating compliance with elements of the Local Plan policy EN22, Core Policy 9 and the NPPF with regards to the ecological impact.

Impact on Burnham Beeches (Special Area for Conservation)

- 19.4 Under the requirements of the Conservation of Habitats and Species Regulations 2017 ('The Habitats Regulations') it is necessary to consider whether the proposed project may have significant effects upon areas of nature conservation importance designated/classified under the Directives (Habitats Sites). In this case the proposed development is entirely within a 5.6 Km buffer zone of Burnham Beeches Special Area of Conservation (SAC) located to the northwest of Slough outside the borough boundary.
- 19.5 The Habitats Regulations place a duty upon 'Competent Authorities' i.e. Slough Borough Council to consider the potential for effects upon 'Habitats Sites' (Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar) prior to granting consent for projects or plans.
- 19.6 The applicant has undertaken a Shadow Habitats Regulations Assessment as part of the above planning application. The Shadow HRA outlines the Habitats Regulations context, the project, the relevant designated sites, screening of potential effects and consideration of potential effects resulting from public access/ recreation.

- 19.7 This HRA Screening Report of Likely Significant Effects (LSE) has assessed the Development Proposals in terms of any potential impact upon relevant European designated sites and concluded that Likely Significant Effects cannot be ruled out in relation to the potential for increased recreational disturbance from new residents on Burnham Beeches SAC European Site.
- 19.8 An Appropriate Assessment (Stage 2) must be undertaken and completed by Slough Borough Council (as the competent authority) to assess whether the LSE on the integrity of Burnham Beeches SAC can be adequately mitigated.
- 19.9 The Council and Natural England have agreed in principle that an appropriate strategic solution to mitigating the cumulative impacts on Burnham Beeches from development (within the Burnham Beeches SAC buffer zone within Slough) would comprise improvements towards Upton Court Park to the south of the Borough. The Council's draft Mitigation Strategy and the Upton Court Park Master Plan identifies a range of biodiversity/natural habitat improvements in Upton Court Park and identifies the Park as a suitable alternative natural greenspace. The Mitigation Strategy has been presented to the Borough's Cabinet and Planning Committee with the approach being endorsed by both committees.
- 19.10 The 68 ha. park has the carrying capacity for more residents to use it. Its size, accessibility, substantial areas of existing semi natural habitat and walking routes means visitors can enjoy walks amongst nature away from development. It is already used for dog walking providing an alternative to Burnham Beeches. Implementation of some projects in the Mitigation Strategy/Master Plan will enhance its attractiveness to visitors and provide mitigation for the completed and fully occupied development. The Park as it is, provides mitigation associated with the occupation of the early phases of the development.
- 19.11 The potential mitigation projects for Upton Court Park, which have been agreed (in-principle) by Natural England and SBC include:
- Creation of wetlands/wetland restoration and improvement projects.
 - Creation of a spiral viewing mound.
 - Screening of the M4.
 - Creation of new gravel and reason bound paths (no tarmac).
 - General bio-diversity improvements across the site (wildflower meadows, bee corridors, community orchards and foraging trails, tree planting etc)
 - Creation of seating, provision of bins and infrastructure at the park entrances
- 19.12 The Mitigation Strategy identifies work priorities in Slough to address the Council's duty under the Habitat Regulations regarding reducing visitor pressure on the Burnham Beeches SAC sensitive habitat as a result of new residential developments within the zone of influence. The aim of creating alternative recreation spaces is to attract visitors who might have otherwise travel to Burnham Beeches SAC and also to improve biodiversity generally in the area. Section 106 contributions would apply to residential developments within 5.6km of Burnham Beeches SAC with the requirement for a contribution being set in a guidance document, and subsequently in a Supplementary Planning Document.
- 19.13 In advance of formally adopting this policy guidance, and recognising the evidence in place at the time, the Applicant has agreed to make s106 contributions on the basis of a rate of £570 per additional dwelling towards the above projects. Although this sum differs from the Bucks CC Burnham Beeches SPD, this SPD is only afforded limited weight to the consideration of the proposals as the mitigation proposed in the SPD is

specific to sites in Buckinghamshire which have been costed in the document evidence base. SBC is preparing its own mitigation SPD and is relying on evidence collected for mitigation to be spent on projects in Slough including on-going maintenance. It is understood that this amount is sufficient to enable the phased implementation of mitigation works (set out in the Upton Court Management Plan) as agreed in principle with Natural England and any further suitable greenspaces within Slough which may form part of the Council's emerging strategy which may be agreed with Natural England in due course.

- 19.14 Natural England currently expect alternative natural green space to meet a standard of 8ha/1000 population relating to the carrying capacity for visitors being able to enjoy the space. Taking account of existing use of Upton Court Park, it has been assumed but not verified, that the Park has 50 % carrying capacity. Natural England have agreed that Phase 1 of Upton Court Park has a capacity [to mitigate up to] 1719 dwellings within Slough. The application seeks approval for up to 91 homes which falls under this capacity when added to the 'consented' ie: subject to planning permission schemes. However, as there are a number of other projects coming forward in Slough, including significant regeneration development within the town centre, the carrying capacity may be exceeded in the future.
- 19.15 Natural England advise that (before the objection to the application is removed) further work is required by SBC to justify further mitigation of Burnham Beeches and expand upon the strategic solution. SBC officers advise that the carrying capacity of Upton Court Park is anticipated to go up after the review. In addition, further s106 contributions will be required to identify further projects and initiatives within Upton Court Park and/or alternative natural green spaces within Slough or elsewhere to be funded by s106 contributions. The development on Bath Road is to the western edge of the Borough therefore, it follows that mitigation would be more appropriate to be committed to projects and SANG in this part of the Borough, including land at Mercian Park for instance which is currently under consideration for inclusion as a SANG project.
- 19.16 At this stage, it is not possible to confirm whether the other applications will be implemented and therefore the proposed mitigation agreed with the Applicant under this full planning application is considered to be a reasonable solution to secure contributions towards the current agreed list of improvements to Upton Court Park, and/or other suitable alternative greenspaces to be identified by Slough by way of financial contributions.
- 19.17 Should the carrying capacity be clarified in advance of a decision on this application, the additional projects will be included within the obligation definition within the s106 agreement and Natural England will be notified in advance of the decision in accordance with the Determination Statement (which will also confirm the Council's conclusions from its Habitat Regulations Assessment and Appropriate Assessment).
- 19.18 Subject to outcome of the Appropriate Assessment, it is considered that the Development Proposals would not have adverse effect on the integrity of Burnham Beeches SAC. As such compliance with such planning obligations (Section 106 contribution) would provide certainty of no adverse effect on site integrity subject to the conditions or obligations being secured.
- 19.19 On the basis that the principles of the proposed mitigation set out are agreed with SBC and Natural England for the application, the Appropriate Assessment for Burnham Beeches SAC will be completed in advance of issuing planning permission, if the committee resolves to defer and delegate for approval.

- 19.20 Prior to determination of the planning application, the Council will complete its own Appropriate Assessment under the Habitats Regulations regarding determination of the planning application for the residential development project referred to above and in relation to effects on Burnham Beeches SAC. The Assessment will set out the agreed scheme of mitigation measures. The Assessment will be required to take account of the completed Section 106 planning obligation and planning conditions relevant to mitigation that will be applied to any grant of planning permission. It also takes account of the Council's control of the Upton Court Park, and other suitable local SBC managed parks (as agreed with Natural England) and proposals for enhancing the Park(s) re biodiversity/natural habitat for informal recreation use within a Park Master Plan and a draft Mitigation Strategy to deal with the impact of future residential development in Slough upon Burnham Beeches.

20.0 Crime

- 20.1 Core Policy 12 of the Core Strategy discusses Community Safety and states that developments to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Policy EN5 of the Local Plan discusses Design and Crime Prevention and states that all developments schemes should be designed to reduce the potential for criminal activity and anti-social behaviour.
- 20.2 Paragraph 130 (f) of the NPPF also states that Planning decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 20.3 Consultation comments have been provided by Thames Valley Police and Community Safety who have raised some detailed concerns about the layout. These are set out in Para 4.12 of this report.
- 20.4 Officers consider the detailed concerns are capable of being addressed by way of planning conditions, in particular a condition which requires the development to meet a high standard of Secure by Design. The applicant has confirmed the following:
- On compartmentation, this can be adequately done with additional doors in corridors as well as access control which addresses the merged cores issue.
 - The communal terraces can be controlled via the proposed change above and access control.
 - The lobbies can be accommodated on both cores.
 - The door-set specification is for construction and can be detailed post planning stages. The same for the vehicle gate, where it is a detailed design item which the condition would include details.
 - CCTV would be part of the same technical proposals at construction stage and can be secured/required via a condition.
 - The bin store access has been designed to accommodate the Highway Officer comments. This would also apply to bike storage.
 - In terms of access control/CCTV proposals etc, this can all be managed via an adequate condition.
- 20.5 Subject to a condition requiring Secure by Design compliance, the proposed development is capable of demonstrating compliance with Core Policy 12, Local Plan policy EN5 and the guidance contained in para 130 of the NPPF.

21.0 Socio-Economic

- 21.1 The NPPF seeks to achieve healthy, inclusive and safe places, promoting social interaction, safe and accessible development and support healthy lifestyles. This should include the provision of sufficient choice of school places, access to high quality open spaces and opportunities for sport and recreation and the protection and enhancement of public rights of way, and designation of local spaces.
- 21.2 The proposed development of 91 new homes within this part of Slough are anticipated to result in impacts and demands on employment during demolition/construction and operational phase, housing provision, schools, GPs and open space and recreation facilities as a result of the development proposed. Officers consider that this demand could be suitably mitigated via financial contributions secured by the section 106 agreement.
- 21.3 To address the possible impacts, the applicant has agreed to make financial contributions towards off site infrastructure to support the additional residential population from the development. As set out in heads of terms, and in consultation with the relevant council departments, contributions will be secured by way of a Section 106 planning obligations towards the following infrastructure:
- Affordable housing provision
 - Education provision
 - Sustainable transport and air quality improvements
 - Burnham Beeches SAC mitigation (within SBC)
 - Travel Plans
 - Recreation and Open Space
- 21.4 In terms of healthcare provisions, the Council is currently working on its locality strategy for healthcare provisions and as such, is not currently able to identify any additional major projects which development could contribute towards. The strategy for the locality which will set out the provision for new GP/healthcare provisions will provide an evidence base to inform the wider emerging Local Plan process which will ensure that the planned growth in housing will be catered for by the provision of services.
- 21.5 There are medical facilities nearby at Cippenham Surgery, Ambrose Healthcare Ltd and Bharani Medical Centre on Bath Road within a short walk from the site along with other practices in Cippenham Village. Given the scale of development, the proposals are not anticipated to result in a significant demand for additional healthcare facilities which will be material in terms of the existing services.
- 21.6 It is considered that there is sufficient provision of local services and infrastructure serving the development in order to plan for healthy communities in accordance with the NPPF.

22.0 Fire Safety

- 22.1 The Department for Levelling Up, Housing and Communities (DLUHC) published additional national guidance on 1st August 2021 relating to fire safety and high-rise residential buildings. The guidance introduces additional measures to ensure fire safety matters are incorporated at the planning stage for schemes involving a relevant high-rise residential building. The requirements apply to applications for planning permission made on or after 1 August 2021 as a result of the [Town and Country](#)

[Planning \(Development Management Procedure and Section 62A Applications\) \(England\) \(Amendment\) Order 2021 \("the 2021 Order"\)](#).

- 22.2 The Government made a commitment in 'A reformed building safety regulatory system: government response to the 'Building a Safer Future' consultation' to introduce 'Planning Gateway One' which has two key elements:
- to require the developer to submit a fire statement setting out fire safety considerations specific to the development with a relevant application for planning permission for development which involves one or more relevant buildings, and
 - to establish the Health and Safety Executive as a statutory consultee for relevant planning applications
- 22.3 In accordance with this national requirement, the Applicant has submitted a Fire Statement and SBC has consulted HSE (Gateway One) and the Local Fire Services.
- 22.4 The Fire Statement sets out in detail the principles, concepts and approach relating to fire safety that have been applied to the development. The Health and Safety Executive (Gateway One) raised some concern about the North single staircase serving the covered carpark. However, it is noted that the amended ground floor plan illustrates a solution where there is no connection with the carpark. HSE advises that this solution appears acceptable, subject to later regulatory consideration. It is also noted that the amended ground floor plan illustrates no communication with the carpark with the west stair and the HSE welcomes this solution.
- 22.5 The HSE Concerns relating to staircases, balcony materials, firefighting provisions and access to cycle stores have been sufficiently addressed and HSE raise no objections to the Fire Strategy or the development, subject to the detailed measures being carried out in accordance with the Fire Statement and Building Regulation processes.

23.0 Equality

- 23.1 The Council is subject to the Public Sector Equality Duty in section 149 of the Equality Act 2010, which (amongst other things) requires the Council to have due regard to the need to eliminate discrimination/harassment/victimisation, advance equality of opportunity between people who share (and do not share) a protected characteristic and foster good relations between people who share (and do not share) a protected characteristic.
- 23.2 Having due regard to the need to advance equality of opportunity between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and (iii) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 23.4 Having due regard to the need to foster good relations between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) tackle prejudice; and (ii) promote understanding.
- 23.5 The protected characteristics referred to in the Act are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion

or belief, sex and sexual orientation. The PSED is a continuing duty to have regard to the objectives identified in the Act as opposed to requiring the Council to achieve any particular outcome.

- 23.6 The proposed development comprises a residential scheme which will provide accommodation for a range of housing needs including affordable homes for residents within Slough. The accommodation includes 5% fully accessible homes which will be conditioned. The accessible homes will address the needs of people with disabilities. The detailed design of the development will ensure level access, accessible parking bays (x 4) and incorporate principles of inclusive access design which will address residents or visitors who have particular needs due to pregnancy or maternity characteristics, or age, or disabilities. Conditions will be secured in order to ensure the detailed design makes these appropriate provisions.
- 23.7 The site is located within an area containing adjoining residential uses to the south, retail use to the west and car showrooms to the north and east. No localised occupiers, workers or visitors have been identified from the consultation exercise with the above protected characteristics. Nonetheless, it is not anticipated that a residential development will prejudice the needs of any of the protected groups from being prejudiced as a result of the development.

24.0 Section 106 Obligations

- 24.1 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 infrastructures 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.
- 24.2 Detailed discussions have been held between the Council and the applicant regarding measures that are to be picked up in a proposed Section 106 Agreement (this is in addition to controls that would be secured by planning conditions). It is agreed that the following obligations would form part of the Agreement, each of which is considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 i.e. 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.

- Provision of **20% Affordable Housing** comprising 100% Intermediate DMS Dwellings (Discount Market sale). This will be no less than **18 x Homes with 20% discount on 15 units and 1no. 2B4P unit offered at 30% discount, 1no. 2B3P unit offered at 27.5% discount and 1no. 1B2P unit offered at 25% discount.**
- Viability Review Mechanism to determine whether additional affordable housing could be secured if development not substantially implemented.
- Financial Contribution of **£86,054 towards education** (based on standard formula in Developer Guide).
- Financial Contribution of **£24,300 towards Recreation and Open Space improvements;**

- Financial Contribution of **£51,870** towards providing precautionary measures reducing recreational and visitor pressure on Burnham Beeches SAC including but not limited to improvements to Upton Court Park, and/or towards management and maintenance of visitor facilities within Upton Court Park and other suitable alternative green spaces in Slough as deemed appropriate by SBC in consultation with Natural England. Contributions derived from basis of £570 per additional dwelling.
- Financial Contributions of **towards Sustainable Transport Improvements in proximity of the site:**
 - o Slough Car Club - **£27,575**
 - o Burnham LCWIP Route - **£13,695**
 - o Slough Bike Hire Network - **£12,006**
 - o Improved Bus Service Frequency / Slough Mass Rapid Transit (MRT) - **£72,500**
- A contribution of **£6,000** towards the implementation of a controlled parking zone on the surrounding roads.
- A contribution towards a Traffic Regulation Order for Loading Bay **£3,000**

25.0 CONCLUSIONS AND PLANNING BALANCE

- 25.1 The application has been evaluated against the Development Plan and other material considerations including the NPPF. The Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development” for which there is a presumption in favour (per paragraph 11 of the NPPF).
- 25.2 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, and it identifies where there are some conflicts with the Development Plan, namely the lack of affordable housing provision and the height of development not reflecting its current surroundings. As a whole, it is considered the proposals are compliant with the Development Plan. However, there are important policies in the development plan which are out of date, and, in applying a presumption in favour of sustainable development (as required by paragraph 11), this means that part (d) of Para 11 of the NPPF is triggered which provides that planning permission should be granted unless: (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the proposal; or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF as a whole. In this context, the below paragraphs set out a summary of the overall planning balance.
- 25.3 By virtue of the provision of 91 new homes in a sustainable location within an Area for Change/Selected Key Location and on previously developed brownfield land, the development would make a considerable positive contribution to the housing supply in the Borough to which substantial positive weight is afforded in the planning balance. The provision of a good percentage and quantum of affordable housing (above what is supported in the viability appraisal) is also welcomed and is a further added benefit to be weighed in the balance even though it is less than required by policy 4 of the Core Strategy. The NPPF makes it clear that boosting the supply of housing is a key

policy objective nationally and locally and the development will make a significant contribution to Slough's Housing Needs. Slough has under-provided affordable housing in recent years and the proposed provision of 18 affordable homes is welcomed.

- 25.4 There will be some economic benefits in terms of the construction of the development itself and benefits associated with the resultant increase in population to which limited positive weight should be attached. The loss of the Tool Hire/Trade Sales has occurred already, and therefore the proposals amount to the loss of a vacant retail building at a time when retail development is struggling to adapt to modern shopping needs. On this basis, the loss of the facility is a neutral factor and does not amount to any harm.
- 25.5 The maximum height and scale of the development as indicated on the plans would cause some limited harm to the low-rise suburban area to the south although this character area is of low sensitivity in townscape terms and views of the development are limited to the few closest dwellings on Stowe Road and Masons Road which are sufficiently separate from the taller elements of the development which address Bath Road (given the stepping up in height away from the low-rise residential properties to the south). The height of the development does not reflect the prevailing heights of buildings immediately adjacent or adjoining the site, although it is the officer's view that the effect on the streetscene is not one which amounts to harm. It thereby follows that the character of the area would be improved which does not conflict with the intention of policy EN1 in the Local Plan or Core Policy 8 of the Core Strategy.
- 25.6 The design of the development has been refined during the planning process and the final scheme demonstrates that the site is capable of being brought forward as a high-quality well-designed residential development which will make a positive impact to the urban environment in a sustainable location close to Burnham Station, and Cippenham. Additional planting to the Bath Road frontage creates a softening of the appearance of the development. In coming to a view on the overall design, the dilapidated appearance of the existing site building and traffic dominated environment sets a low bar for which the new proposals are set against. Therefore, officers conclude that the detailed design of the development will be beneficial to the area, indicating that the resulting scheme will improve upon the design of the existing condition. It is therefore considered that some limited benefit/positive weight is afforded in terms of achieving well-designed places, in line with the NPPF guidance.
- 25.7 Therefore, in terms of conserving the natural environment (safeguarding protected sites), preserving existing residential amenities, promoting sustainable transport, meeting the challenge of climate change and flooding and making effective use of land indicating an absence of harm (or which in the case of flood risk are expected to demonstrate an absence of harm) weight in the balance should be attributed neutrally.
- 25.8 With regards to transport impacts, the development could result in additional demand for car parking within the area. Nonetheless, given the site is located within walking distance of Burnham Station, is immediately adjacent to bus connections into Slough, Heathrow or Maidenhead and is within an area which is well served by local shops, parks, facilities, schools and other activities, the location is sustainable to support a low car development. In addition, the development provides integral improvements to the local environment and local walking and cycling infrastructure, public transport improvements and with in-built mitigation measures encouraging modal shift away from the use of the motor car. With these measures secured in appropriate planning obligations the impacts of additional vehicle trips are capable of being minimised and the transport impact on the local highway as a result of the development is not

anticipated to be severe (in accordance with the NPPF) and is therefore afforded neutral weight in the planning balance indicating an absence of harm.

- 25.9 Weighing all of the factors into the planning balance and having regard to the NPPF as a whole (that is afforded significant weight), and all relevant up-to-date policies (that are afforded significant or full weight) in the Core Strategy and Local Plan, the proposals are supported. It is recognised that the development conflicts with Core Policy 4 (Affordable Housing). However, given the level of compliance with the remaining policies in the Development Plan, including the direction given in the Site Allocation Document to support comprehensive proposals resulting in the regeneration of selected key locations (SKL01), it is considered the proposals are in accordance with the Development Plan, as a whole. Accordingly, the proposals benefit from the presumption in favour of the development plan as set out in section 38(6).
- 25.10 Nevertheless, it is recognised that some relevant important policies in the development plan are out-of-date (including because the Council is unable to demonstrate a five year housing land supply) and/or inconsistent with the NPPF against which the proposals have also been assessed. In carrying out the overall balance, therefore, it is also necessary to assess the proposal against the NPPF, which is an 'other material consideration' within the meaning of section 38(6) and to which significant weight is attached.
- 25.11 The redevelopment of a major site within the Selected Key Location SKL01 will deliver a valuable quantum of housing at a time when the Council cannot demonstrate a 5 year supply of housing including a good proportional amount of on-site affordable housing and this will make a useful contribution towards Slough's Housing Needs. The proposal also has the potential to deliver some limited local environmental, community/social gains and economic benefits which could assist in the regeneration of this part of Slough. This also weighs in favour of the development. In applying the tilted balance set out in paragraph 11 (d) of the NPPF, it is considered that the adverse impacts listed in this report will not significantly and demonstrably outweigh the benefits of the proposals. To the contrary, they are clearly outweighed by the identified benefits. Therefore, not only do the proposals comply with the development plan as a whole, they also accord with the NPPF which serves only to reinforce the case for granting planning permission (upon an application of section 38(6)).
- 25.12 Officers recommend that the application should be approved subject to s106 agreement and conditions, in accordance with the Recommendation in Part 1 of this report.

PART C: RECOMMENDATION

- 26.0 Recommendation A: Delegate to the Planning Manager for **Approval** subject to:
- (i) the satisfactory completion of a Section 106 Agreement to secure affordable housing with review mechanisms, financial contributions towards education improvements sustainable transport and air quality improvements, Burnham Beeches SAC mitigation, Travel Plans, and provision of all necessary off-site s278 highways works to mitigate the impact of the development on the local highways network;
 - (ii) Further to discussions already held with Natural England and as set out in this report, formal adoption by the Council (being the competent authority) of an appropriate assessment pursuant to the Habitats Regulations in order to conclude upon the likely impact of the development on the Burnham Beeches Special Area of Conservation (SAC) and the final form of any mitigation that is necessary to address that impact

either: (i) by the Planning Manager acting in consultation with the Chair of the Planning Committee; or (ii) if considered necessary by the Planning Manager acting in consultation with the Chair of the Planning Committee, by being referred to a future meeting of the Planning Committee.

- (iii) finalising conditions [and any other minor changes].

OR

- 26.1 Recommendation B: Refuse the application if the Section 106 Agreement is not completed by 31st March 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee;

PART D: CONDITIONS

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 by the Local Planning Authority:

- 19038-GAA-ZZ-XX-DR-T-2103.dwg P11. Proposed South Elevation [Dated 05/10/2022]
- 19038-GAA-ZZ-XX-DR-T-2102.dwg P11. Proposed West Elevation [Dated 05/10/2022]
- 19038-GAA-ZZ-RF-DR-T-2009.dwg P08. Proposed Roof GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-GF-DR-T-2001.dwg P19. Proposed Ground Floor GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-07-DR-T-2008.dwg P08. Proposed Seventh Floor GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-06-DR-T-2007.dwg P10. Proposed Sixth Floor GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-05-DR-T-2006.dwg P09. Proposed Fifth Floor GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-04-DR-T-2005.dwg P10. Proposed Fourth Floor GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-03-DR-T-2004.dwg P11. Proposed Third Floor GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-02-DR-T-2003.dwg P11. Proposed Second Floor GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-01-DR-T-2002.dwg P15. Proposed First Floor GA Plan [Dated 05/10/2022]
- 19038-GAA-ZZ-XX-DR-T-2104.dwg P07. Proposed East Elevation [Dated 05/10/2022]
- 19038-GAA-ZZ-XX-DR-T-2101.dwg P06. Proposed North Elevation [Dated 05/10/2022]
- 19038-GAA-ZZ-00-DR-T-0102.dwg P05. Proposed Site Plan [Dated 05/10/2022]

- 19038-GAA-ZZ-XX-DR-T-2201.dwg P03. Proposed Section 1-1 [Dated 05/10/2022]
- 10211-DT-01 P1 Planter Section [Dated 29/04/2020]
- 10212-GA-01 P1 Landscape Plans 1 of 3 [Dated 16/09/2021]
- 10212-GA-02 P1 Landscape Plans 2 of 3 [Dated 16/09/2021]
- 10212-GA-03 P1 Landscape Plans 3 of 3 [Dated 16/09/2021]
- 10212-MP-01-Bath Road Maintenance Plan [Dated 22/10/2021]
- 10212-SP-01-Specification for Soft Landscape Works [Dated September 2021]

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 Policies EN1 of the Local Plan and Core Policy 8 of the Core Strategy and policy guidance set out in the National Planning Policy Framework (2021) and National Planning Policy Guidance (NPPG).

3. Phase 2 Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study approved pursuant to the Phase 1 Desk Study condition identify the potential for contamination, development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

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

4. Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

Development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Land Contamination: Risk Management (LCRM) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

5. Phase 4 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 Policy 8 of the Core Strategy 2008.

6. Construction Environmental Management Plan (CEMP)

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

- A site set up plan displaying 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.
- 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.
- 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.
- Extent of construction hoardings / fencing and details of security arrangements on site.
- 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.
- Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
- Details of dust control measures and wheel washing facilities to be provided on site.
- 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 and in the interests of air quality in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2021.

8. Infrastructure and Phasing Plan – Thames Water

There shall be no occupation beyond the 50th dwelling until confirmation has been provided that either:

- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or
- a development and infrastructure phasing plan has been submitted to the Local Planning Authority evidencing that the plan has been agreed with Thames Water to allow additional development to be occupied.

Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

REASON - To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2021).

9. Mechanical Ventilation and Glazing

Prior to commencement of works upon the relevant part of the building, Full Details of the Glazing and/or Mechanical Ventilation for apartments with windows on all facades have been submitted to and approved in writing by the Local Planning Authority. The Detailed Specifications will demonstrate how the internal noise level requirements of BS 8233, with suitable glazing and ventilation will be achieved:

- North façade: Double glazing in 10/12/6 configuration to achieve a sound reduction index of 38dB Rw and acoustic trickle vents with Dnew of 44dB. Mechanical ventilation with heat recovery will need to be installed so that future occupants are able to control overheating without compromising internal noise levels by opening windows for ventilation.
- East, south and west façade: Double glazing in 4/12/4 configuration to achieve a sound reduction index of 34dB Rw and acoustic trickle vents with Dnew of 40dB for the east and west facades. Residential Units closest to the A4, and those in line with the external plant, will need to have mechanical ventilation with heat recovery installed.
- Natural ventilation via openable windows is suitable for the south façade only.

The glazing and ventilation measures shall be carried out in accordance with the approved details prior to any occupation of the development and shall be maintained and retained permanently thereafter.

REASON: Due to high noise levels on the northern façade, windows must remain closed to achieve the internal noise level requirements of BS 8233, with suitable glazing and ventilation in order to provide satisfactory living conditions and to safeguard the amenity of occupiers within the development, to reduce noise pollution and to ensure the satisfactory ventilation of rooms when windows are closed, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework (2021).

10. Details and Samples of materials

Details and 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 any above ground works and the development shall be carried out in accordance with the details approved.

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 8 of the Slough Local Development Framework Core Strategy 2006-

2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

11. Architectural details

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 (including surroundings and reveals), down pipes, gutters, edging details to flat roofs, lift over-runs, balustrades and balconies 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 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

12. Details of Hard and Soft Landscaping

Prior to commencement of works relating to the external spaces within the site, details of hard and soft landscaping and tree planting within the public realm adjacent to Bath Road and on the land adjacent to the Sub-station and Service Bay at the rear of the site shall be submitted to and approved in writing. This scheme should include the type, density, position and planting heights, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, and details of hard-surfaces which shall include compliance with the surface water drainage mitigation as approved under condition 14 of this planning permission.

The development shall be carried out in full accordance with the approved hard and soft landscaping details shown within the detailed Landscaping proposals which include planting schedules, equipment, seating and planter details within the podium level and roof terraces

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2021)

13. Boundary Treatment, Walls, Fences and Gates

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

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

14. Management & Maintenance of Surface Water Drainage Scheme

Prior to commencement of works, details of the Surface Water Drainage Plan and a Whole Life Management and Maintenance Scheme for these measures shall be submitted to and approved in writing by the Local Planning Authority. The Surface Water Drainage Scheme shall include the following:

- BRE 365 soakage tests to be undertaken to determine the soakage rate of the soil.
- Method of the treatment of the surface water.
- Information evidencing that the correct level of water treatment exists in the system is required in accordance with the Ciria SuDS Manual C753
- Whole Life Management and Maintenance Plan of the SUDs

The Surface Water Drainage measures and Whole Life Management and Maintenance Scheme shall be implemented in accordance with the approved details prior to first occupation of the development hereby permitted and will thereafter be permanently retained and maintained.

REASON: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council's Development Plan Document – Developer's Guide Part 4 Section 6 (2016) and the National Planning Policy Framework (2021).

14. External Lighting

None of the units hereby approved 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, location, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON: In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

15. Designing out crime

No development above ground level shall commence until evidence has been provided to demonstrate how the applicant has used best endeavours to incorporate measures to comply with Secured by Design Gold Award. The evidence shall be submitted and approved in writing by the Local Planning Authority, prior to commencement of any development above ground. The development shall be carried out in accordance with the approved Secured by Design Application and shall not be occupied or used until the Council acknowledged in writing that it has received written confirmation of compliance. The approved security measures shall be maintained and retained thereafter.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of The Slough Local Development Framework

Core Strategy 2006 – 2026 Development Plan Document December 2008 and to reflect the guidance contained in the National Planning Policy Framework (2021).

16. Details of Balcony Screens

None of the units hereby approved shall be occupied until details have been submitted to and approved in writing by the Local Planning Authority of the proposed balcony screens to be installed as part of the development. The details shall include locations of the screens and their appearance and the works shall be carried out in accordance with the approved details and be in place prior to the first occupation of the development.

REASON To minimise loss of privacy to occupiers of adjoining properties and those of the proposed development in accordance with Policy H15 of The Adopted Local Plan for Slough 2004.

17. Sustainable Development/Renewable Energy

The proposed energy efficiency and low carbon measures incorporated within the development shall be carried out in accordance with the Revised Energy Statement (by Syntegra Consulting) dated August 2022 which calculates the reduction in annual CO2 emissions across the site will achieve 58% over Building Regulations 2013 Part L and associated Approved Documents. No part of the Development shall be used or first occupied (other than for construction purposes) until it has been carried out in accordance with the approved details and shall be retained for the lifetime of the development.

REASON: In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

18. Energy Statement Compliance (Residential)

Within 3 months of final occupation of the residential dwellings within the Development, evidence shall be submitted that the energy statement approved pursuant to Condition 17 above have been implemented in accordance with the approved details.

REASON: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies CP8 and the National Planning Policy Framework (2021).

19. Green Roofs

Prior to the commencement of work on the relevant part of the buildings hereby approved, details of green roofs, including planting and maintenance schedules, and ecological enhancement measures for the development shall be submitted to and approved in writing by the Local Planning Authority. The green roofs shall be provided within the specified parts of the roofs within the development identified within the approved roof plan and page 48 of the Design and Access Statement (by GAA Design) Dated 12/09/2022. The green roofs shall be laid out on the relevant parts of the building, prior to first occupation in accordance with the details as approved. The green roofs shall be permanently retained thereafter.

REASON: To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

20. Electric Vehicle Chargers

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

REASON: To ensure vehicle parking is provided and encourage up-take of electric vehicle use, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

21. Refuse

The bin stores shown on the drawing number 19038-GAA-ZZ-GF-DR-T-2001.dwg P19. Proposed Ground Floor GA Plan [Dated 05/10/2022] and shall be completed in accordance with those drawings prior to first occupation of the development and retained at all times in the future for this purpose.

The proposal will provide residents with a total of 14 no. 1100l bins to accommodate their waste and recycling and this will include 1 no. 1100l bin provided for food waste.

REASON: In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

21. Biodiversity Net Gains

No development within a Development Zone shall commence (excluding any demolition) until a detailed Biodiversity Net Gains (BNG) Assessment for the Development has been carried out which demonstrates how a minimum of 10% biodiversity net gains will be achieved. The detailed BNG assessment report shall include detailed results from the metric, including:

- baseline habitat descriptions; and
- condition assessment proformas, which could be presented in an appendix with the headline results in the main report;

The Development shall be implemented in accordance with the approved Biodiversity Net Gains Assessment and shall be permanently maintained for the lifetime of the development.

REASON: To deliver Biodiversity Net Gains within the planning application site in accordance with the National Planning Policy Framework (2021) and Core Policy 9 of the Core Strategy 2006-2026.

22. Access

No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approved plans and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to ensure the proposal has an acceptable impact on pedestrian safety and on the operation of the highway in accordance Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

23. Layout

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

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway and to ensure the proposal has an acceptable impact on pedestrian safety and on the operation of the highway in accordance Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the guidance contained in the National Planning Policy Framework (2021).

24. Travel Plan

The development shall operate in accordance with the agreed Travel Plan and the Travel Plan Coordinator shall submit regular monitoring reports to the Local Highway Authority. Should the targets within the Travel Plan not be met, the operator should undertake whatsoever measures, as may first have been agreed in writing by the Local Planning Authority, as are necessary to cause a reduction in the number of car borne trips to ensure the targets are achieved. The Plan shall set out a five-year plan with measures introduced within three months of receiving approval from the Local Planning Authority. The Plan shall be under constant review with further surveys every two years thereafter. An Annual Report providing a review of progress towards targets and of the implementation of the Travel Plan shall be sent to the Local Planning Authority.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway, to reduce travel by car in accordance with Policy T15 of the Slough Local Plan 2004 and to meet the objectives of the Slough Integrated Transport Strategy and the guidance contained in the National Planning Policy Framework (2021).

25. Cycle Parking

The cycle parking [which shall comprise cycle storage for no less than 92 cycles] shall be provided in accordance with the details set out on Page 44 of the Design and Access Statement (by GAA Design) [Dated 12/09/2022] and the approved drawing 19038-GAA-ZZ-GF-DR-T-2001.dwg P19. Proposed Ground Floor GA Plan [Dated 05/10/2022] prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy and the guidance contained in the National Planning Policy Framework (2021).

26. Wheelchair User Dwellings and Adaptable Dwellings

A minimum of 5 flats labelled as Wheelchair Adaptable Homes as shown on the plans hereby approved shall be provided to Building Regulation requirement M4 (3) as Wheelchair User Dwellings.

REASON: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 3, 4 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the

Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

27. Level Accesses/Thresholds

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 communal amenity areas and the main lobbies, and external balconies connected to the M4(3) units.

REASON: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

28. No other alterations to the buildings

No alterations shall be carried out to the external appearance of the development hereby approved, including the installation of air conditioning units, water tanks, ventilation fans or extraction equipment, not shown on the approved drawings.

REASON: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

29. Fire Safety

The development shall be implemented in strict accordance with the approved plans and Fire Statement by Fire Safety South East Limited [Dated 07/06/2022].

REASON: To ensure that the Development contributes to the minimisation of potential fire risk in accordance with National Planning Policy Framework (2021) and National Planning Guidance on Fire Safety Provisions (August 2021).

30. Plant Noise and Machinery

Prior to commencement of any works on the relevant part of the development, details of the plant noise emissions along with a mitigation scheme shall be submitted to the local planning authority for approval in writing. The recorded plant noise emissions will determine whether a mitigation scheme is necessary to minimise plant noise from affecting living conditions within the residential apartments in proximity to the noise source.

The installation of any plant and machinery, and any mitigation necessary, shall be carried out in accordance with the approved details prior to any occupation of the development, and such details shall be permanently retained thereafter.

REASON: In the interest of the living conditions of residents within the development, to reduce noise pollution and to ensure the satisfactory ventilation of rooms when windows are closed, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework (2021).

