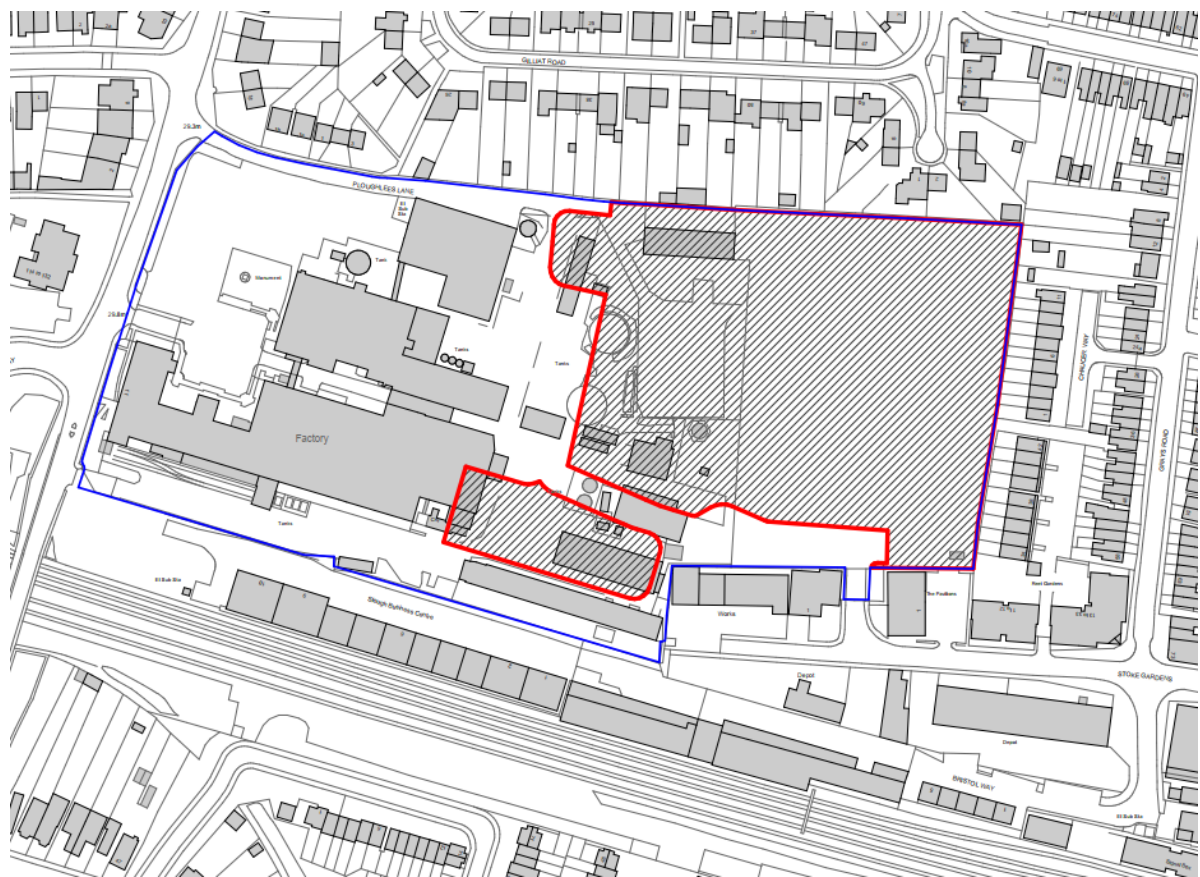


Registration Date:	22-Dec-2023	Application No:	P/00094/092
Officer:	Shivesh Seedhar	Ward:	Elliman
Applicant:	Mr. Henry Meredith, Berkeley Homes (Oxford and Chiltern)	Application Type:	Major
		13 Week Date:	22 March 2024
Agent:	Refer to applicant		
Location:	The Horlicks Factory, Stoke Poges Lane, Slough, SL1 3NW		
Proposal:	Variation of condition 3 (Outline Permission), 5 (Parameters Plans and Design Codes) & 11 (Parameter Plans) of planning permission P/00094/070 dated 10/06/2022 (which supersedes outline hybrid planning permission P/00094/039 dated 23/03/2020), to increase the heights of Blocks H, J and N (amended description).		

Recommendation: Delegate to Planning Group Manager for Approval



P/00094/092 The Horlicks Factory

1.0 SUMMARY OF RECOMMENDATION

1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.

1.2 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Group Planning Manager:

A) For approval subject to:

1. The satisfactory completion of a Unilateral Undertaking (legal agreement) to secure policy compliant education, open space and parks and Burnham Beeches Special Area of Conservation contributions, which are required to mitigate the impacts of the development;

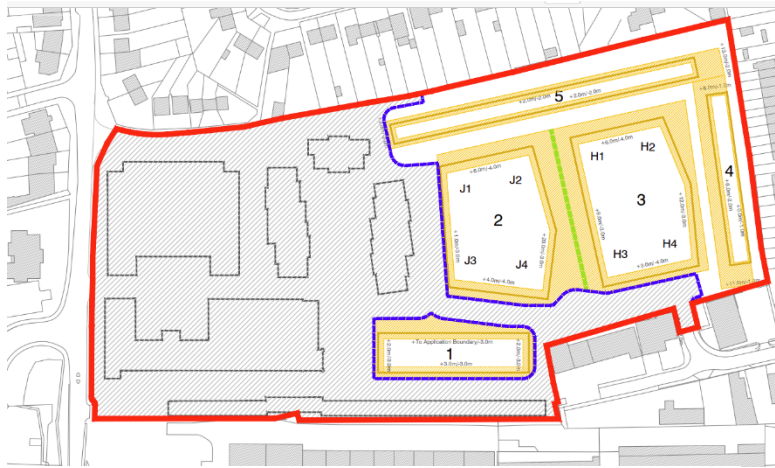
2. Finalising conditions and any other minor changes; OR

B) Refuse the application if the completion of the Unilateral Agreement is not finalised by 24th October 2024 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

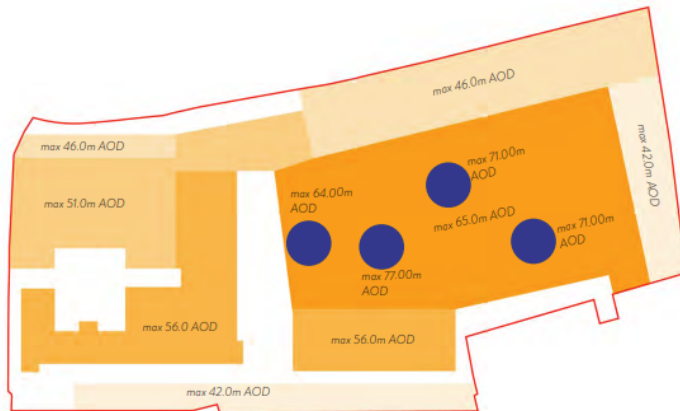
PART A: BACKGROUND

2.0 Proposal

2.1 This application has been submitted by the applicant under Section 73 of the Town and Country Planning Act 1990 seeking variation of Conditions 3 (Outline Permission), 5 (Parameter Plans and Design Codes) and 11 (Parameter Plans) of the Outline Planning permission P/00094/070 which was described as 'the comprehensive phased redevelopment of the former Horlicks Factory for a residential led development to provide up to 1300 new homes granted on 10th June 2022, seeking material amendments to the approved parameter plans'. P/00094/070 was a Section 73 application which increased the height of the maximum vertical levels of deviation to the originally approved outline component (ref. P/00094/039). The following plans provides an illustration of the approved parameters under P/00094/070:



Left: Approved Development Zones



Left: Approved parameter heights

2.2 The outline component subject to this application reserved all matters. Since the approval of the Phase 2 Reserved Matters (all matters) application on 12th September 2022 (Ref: P/00094/068) the applicant has reviewed the scheme Phase 2 with a view to optimizing the development's potential to deliver additional homes. It is proposed to increase the quantum permitted on the Site by 87 dwellings from 1,293 (the overall number of units currently approved as per P/00094/085) to 1,380 dwellings.

The applicant has reviewed the development to propose increases in height at the centre of the development within Blocks J, H and N as illustrated below in the following image and table:



The table below details the proposed height changes:

Block	P/00094/039 (outline) height	P/00094/070 height (S73 permission)	P/00094/092 height (S73 proposal)
J1	60m AOD	65m AOD (9 storeys)	65m AOD (10 storeys)
J3	77m AOD	77m AOD (14 storeys)	86m AOD (17 storeys)
J4	60m AOD	65m AOD (10 storeys)	68m AOD (11 storeys)
H1	60m AOD	65m AOD (9 storeys)	65m AOD (10 storeys)
H2	60m AOD	65m AOD (8 storeys)	65m AOD (9 storeys)
H3	71m AOD	71m AOD (12 storeys)	80m AOD (15 storeys)
H4	60m AOD	65m AOD (7 storeys)	65m AOD (8 storeys)
N	56m AOD	56m AOD (7 storeys)	59m AOD (8 storeys)

The proposed material changes would vary the following conditions of the extant permission (LPA ref: P/00094/070).

Condition 3 – Outline Permission

The proposal would seek to vary the following approved plans listed under Condition 3 that the development shall be carried out in accordance with the following plans:

Submitted Drawing/Report		
Description	Approved under P/00094/070	Submitted under S73 Application
Design Code	433.PL.005 B	433.PL.005 C
Parameter Plan	433.SK.PP.001 D	433.SK.PP.001 E
Illustrative Landscape Masterplan	BMD.18.025.DR.P001 B	433.P2.PL.DR.101 D

Condition 5 – Parameter Plans and Design Codes

The application seeks to vary Condition 5 pursuant to permission P/00094/070 [consented]:

‘All reserved matters applications shall include a statement to demonstrate how the reserved matters have been prepared in accordance with the following parameter plans and design codes; 433.PL.PP.101 Indicative Proposed Horizontal Limits of Development Plots Rev A, 433.SK.PP.001 Parameter Plan Rev D and 433.PL.005 Design Code Rev B, or other versions of the design codes and parameter plans that are subsequently agreed in writing with the Local Planning Authority.’

To [amended] (with any changes highlighted in **bold**):

*‘All reserved matters applications shall include a statement to demonstrate how the reserved matters have been prepared in accordance with the following parameter plans and design codes; 433.PL.PP.101 Indicative Proposed Horizontal Limits of Development Plots Rev A, 433.SK.PP.001 Parameter Plan Rev **E** and 433.PL.005 Design Code Rev **C**, or other versions of the design codes and parameter plans that are subsequently agreed in writing with the Local Planning Authority.’*

Condition 11 – Parameter Plans

The application seeks to vary Condition 11 pursuant to permission P/00094/070 [consented]:

‘Notwithstanding the information within the maximum height parameter plan Dwg 433.SK.PP.001 Parameter Plan Rev D, Block J shall be designed so that the maximum height does not exceed 77m (AOD) in more than one location or to one component/ building within this block and/ or exceed 71m (AOD) in more than two locations or to two component/ building within this block. The remaining parts of the block shall not extend above 65m AOD.’

To [amended] (with any changes highlighted in **bold**):

*‘Notwithstanding the information within the maximum height parameter plan Dwg 433.SK.PP.001 Parameter Plan Rev **E**, Block J shall be designed so that the maximum height does not exceed **86m** (AOD) in more than one location or to one component/ building within this block and/ or exceed 71m (AOD) in a **further** two locations or to two component/ building within this block. The remaining parts of the block shall not extend above 65m AOD’*

3.0 Application Site

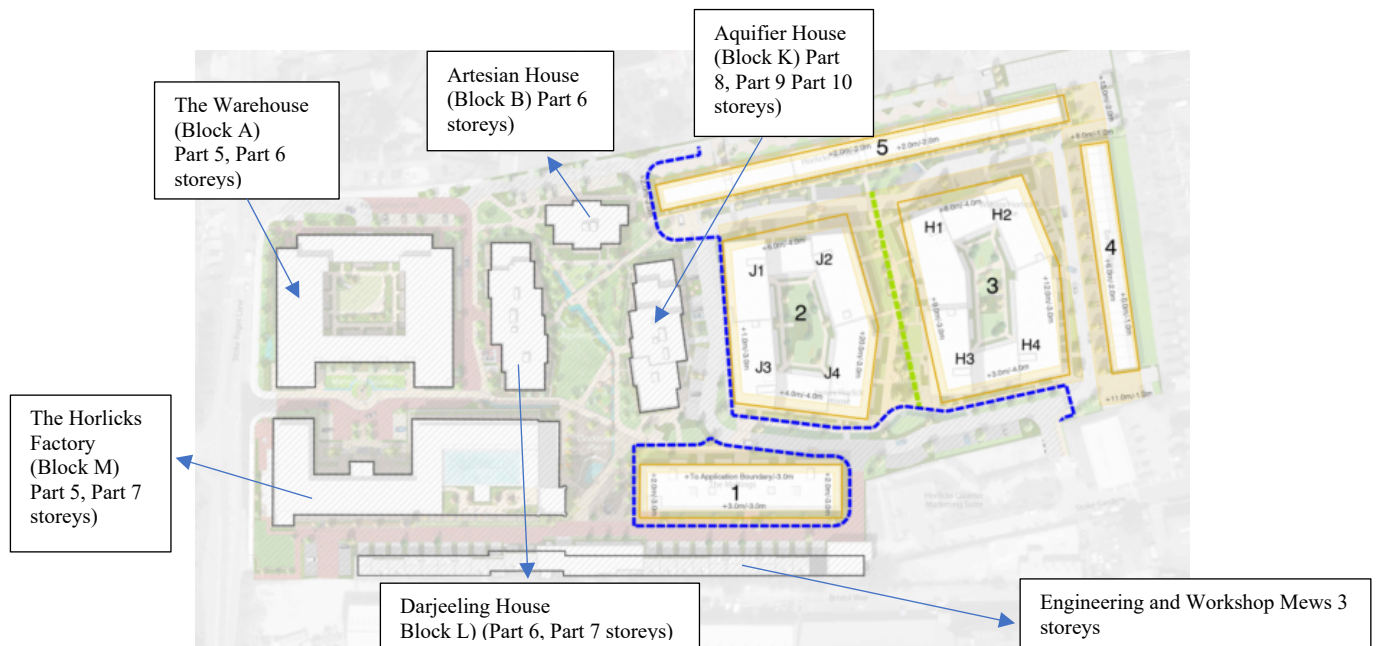
3.1 The application site is located within the eastern half of the former Horlicks site which forms a part of the wider site (totaling in 4.95 hectares in size), formerly used as part of the Horlicks Factory, which forms as part of the Phase 2 works on site. The Phase 2 area of this site accounts for approximately 2.15 hectares of the total site area.

3.2 The first phase of the site which formed a part of the detailed part of the Hybrid Planning Permission on 17th June 2019 (P/00094/039) and subsequently superseded by application P/00094/052 granted permission on 13th January 2021 and recently application P/00094/070 (13th June 2022). First occupation on the land began on 23rd March 2022.

3.3 Phase 1 comprises:

- Aquifer Gardens (Darjeeling House – Block L; Artesian House – Block B; and Aquifer House – Block K)
- Memorial Square (The Warehouse – Block A, and The Horlicks Factory – Block M)
- Clocktower Place which includes the refurbished locally listed Horlicks Factory and Clocktower and Chimney
- Engineering Mews and Workshop Mews (Block Q).
- Total 576 residential flats (5 x 1-bedroom studios, 232 x 1-bedroom apartments, 304 x 2-bedroom apartments, 11 x 3 bedrooms apartments and 24 x 4-bedrrom dwellinghouses). 227 of which are affordable housing units, Up to 239sqm of commercial floor space.

The heights of these buildings reach up to 64m AOD (Darjeeling House) or 10 storeys. The image below shows the general layout of phase 1 to the left of the site.



Above image: Horizontal Parameter Site plan with Phase 1 buildings indicated (hatched in grey) (Phase 2 elements highlighted in blue and yellow).

- 3.4 Adjoining the site to the west is Stoke Poges Lane which is comprised of a mix of commercial and residential uses.
- 3.5 To the east of the site is Grays Road, of which comprises of residential dwellings. The east of the site faces the rear of these dwellings. Further east of this is Stoke Road, which contains a mix of commercial and residential units.
- 3.6 Adjoining the site to the southeast is Stoke Gardens, which primarily comprises of residential units. Further south is Bristol Way, which provides access to industrial buildings and overlooks the Great Western Railway (GWR) Line to the south. Further towards the southeast is Slough Station which provides access towards London Paddington to the east through GWR and Transport For London (TFL) services and Reading and Windsor to the west through GWR and TFL services.
- 3.7 To the north of the site is Gilliat Way and Ploughlees Lane, which is comprised of residential dwellings.

4.0 **Site History**

- 4.1 The most relevant planning history for the site is presented below:

P/00094/039 A hybrid planning application for part outline/ part detailed planning permission for a residential-led mixed-use development of up to 1,300 new homes comprising:

1. Outline planning permission for the provision of up to 746 new homes (Use Class C3), commercial (Use Class A1-A3) and ancillary facilities within new buildings extending up to 77m AOD in height; car and cycle parking; public realm, landscaping and amenity space; and all associated works (with all matters reserved); and
2. Full planning permission for the part demolition of the existing Horlicks Factory, and demolition of factory outbuildings and structures, to facilitate the erection of five new buildings ranging from one storey to 10 storeys including change of use, two storey rooftop extension, ground floor extensions and alterations to the remaining parts of the Factory, to provide 554 new homes (Use Class C3), up to 239sqm commercial floorspace (Use Classes A1-A3) and a nursery (Use Class D1), and ancillary facilities; relocation of the war memorial; car and cycle parking; public realm, landscaping and amenity space; access from Ploughless Lane, Stoke Poges Lane and Stoke Gardens; and all associated works.

Approved with conditions

23-Mar-2020

A listed building consent application was also made as outlined below.

P/00094/040 Relocation of the Grade II listed Horlicks War Memorial, as part of comprehensive redevelopment of the former Horlicks Factory Site.

Approved with conditions

24-Mar-2020

P/00094/052 An application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary Condition 4 (Approved Drawing Numbers of planning permission P/00094/039 for the comprehensive redevelopment of the former Horlicks Factory for a residential led development to provide up to 1300 new homes (granted 23rd March 2020), namely for various minor material amendments to the detailed component of the planning permission including the internal alterations to Block A and external and internal alterations to Block Q including the erection of an additional storey to create 22 additional new homes within Development Area 1 (note: total provision across the whole site to remain as 1,300 homes).

Approved with conditions

04-Mar-2021

It is noted that the detailed elements of this permission have now been implemented and the site remains under construction. First occupation on the land commenced on 23rd March 2022.

P/00094/070 Application under Section 73 of the Town & Country Planning Act 1990 seeking variation of Condition 4 of planning permission P/00094/052 for the comprehensive phased redevelopment of the former Horlicks Factory for a residential led development to provide up to 1300 new homes (granted 13th January 2021), seeking material amendments to the approved parameter plans (seeking an increase in height of the maximum vertical levels of deviation and amendment to the plot dimensions of the outline component).

Approved with conditions

10-Jun- 2022

The P/00094/070 consent supersedes the P/00094/039 and P/00094/052 permissions and comprises the extant hybrid permission.

A number of discharge of conditions applications have also been submitted relating to the detailed element of the planning permission, as well as applications for advertising consent and the development of a marketing suite.

P/00094/068 Submission of Reserved Matters Application (Access,Layout,Scale,Design and Landscaping) for Blocks C,F,H J and N of the Horlicks Factory site,comprising 701 residential units,commercial floorspace,associated landscaping and amenity spaces,parking,access routes and associated works. (Note: Phase 2).

Approved with conditions

10-Sep-2022

P/00094/084 Non material amendment to planning application P/00094/068 dated 12/09/2022 (amendment to development description as set out in decision notice dated 12/09/2022 to omit reference to the number of residential units)

Approved with conditions

21-Nov-2023

P/00094/085 Non material amendment to planning application P/00094/068 dated 12/09/2022 to vary Condition 1 (Approved Plans) namely for the provision of second staircases, and other internal and external alterations to Block J which will result in the provisions of 16 additional new homes with associated parking.

Approved with conditions

21-Nov-2023

P/00094/091 Non material amendment of planning application P/00094/070 dated 10/06/2020 (vary the wording of the development description omitting reference to the number of residential units and changing the height parameters)

Under Assessment at time of writing.

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a number of site notices were displayed around the site on 24/01/2024. Amended site notices were placed around the site on 13th February 2024 for an amended description. The application was advertised as a major application in the 26/01/2024 edition of The Slough Express, with an amended version published on 15th February 2024 to reflect the amended description.

5.2 No neighbour representations have been received at the time of writing this report and the consultation period has expired.

6.0 **Consultations**

6.1 **BEAMS (Council's Heritage Consultants)**

Final comments received on 30/03/2024.

The former Horlicks Factory is a landmark building in the town, it lies close to the Town Centre, adjacent to the railway line - it has been converted to residential use as part of a wider redevelopment of the site. The former factory is a 'locally listed building' (undesigned heritage asset). The adjacent brick chimney stack is also a local landmark.

The proposed changes to the approved scheme relate to height increases to the Phase 2 buildings and other minor changes to landscaping. The proposed height increases applies to all but one of the residential blocks, with the tallest building increasing from 14 storeys to 17 storeys.

Taller development is sited away from the Horlicks factory and, as per the previous consent, building heights lower towards the edges of the site to respect the more traditional scale of residential development to the north and east.

A Townscape and Visual Impact Assessment (TVIA) has been provided, showing the impact of the increase in building heights. Lichfields have provided

a Briefing Note which assesses these changes. BEAMS broadly agrees with the conclusions reached but does consider the height increase will further lessen the prominence of the former factory and chimney in local views.

However, it is noted the taller residential towers will still feature lighter materials to their upper parts, reducing their visual impact within the skyline and allowing the red brick chimney / clock tower and dark coloured roof top extension to the Horlicks Factory and associated brick chimney to retain some prominence in certain views.

As per Lichfield's briefing note and previous BEAMS advice, there is deemed to be a very low level of adverse impact upon the setting of the grade I Baylis House and the grade II brick boundary wall (through increased but distant views of the taller development within its currently semi-rural setting). However it is acknowledged these views are very limited and that any impact would be at the lowest end of the 'less than substantial harm' scale (NPPF, para. 208).

The grade II listed War Memorial will have its setting enhanced by being relocated more sensitively, and prominently, within the Horlicks factory site, to the north of the factory and partly enclosed by Block A. It will sit within a new green space (Memorial Square). The amended scale of development within phase 2 would be largely screened from the immediate visual setting of the War Memorial and its wider setting will not be impacted, the significance of the War Memorial will be fully preserved.

The applicants have provided a further response in relation to the setting of Windsor Castle (TVIA viewpoint 25), this was scoped out of the 2019 scheme but has been looked at again due to the height increases now put forward. In relation to viewpoint 25, the Zone of Theoretical Visibility Maps (ZTV) demonstrates that the site is 8km from the 'Copper Horse' and sits behind Windsor Castle. In BMD's expert opinion the site will be imperceptible to the naked eye and deemed to have no adverse impact.

The ZTV has been further analysed in relation to viewpoint 24, BMD have taken the view that viewpoint 24 shows the grounds of Eton College protected by a strong tree belt, meaning that Slough's skyline cannot be seen, even in winter. The setting of Eton College is therefore not impacted.

In summary, the proposed height increase of the phase 2 development will result in a minor adverse impact upon the wider setting of Baylis House (grade I listed) and brick boundary wall (grade II) and the Horlicks Factory and Chimney Stack (non-designated heritage assets), through development within their setting. However, any harm will be at the lowest end of 'less than substantial' and NPPF paragraph 208 engaged in relation to Baylis House.

6.2 **Historic England**

Response received on 24/01/2024. No comments or objections have been provided in relation to the application proposal, with the response stating that: *“In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.”*

6.3 **Natural England**

Response received on 07/02/2024. Further information regarding recreational pressure impacts on habitat sites (European sites) is required as it is anticipated that new residential development within this zone of influence is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development and therefore such development will require an appropriate assessment. A Shadow HRA assessment was submitted by the applicant. Final comments from Natural England state that no objection is made to the application subject to appropriate mitigation being secured in the form of:

- Financial contributions towards the Upton Court Park Suitable Alternative Natural Greenspace (SANG) strategy, subject to there being sufficient capacity remaining.

Officers can confirm that Upton Court Park has sufficient capacity to be used as a SANG, and a Unilateral Undertaking is in the process of being agreed in order to provide financial contributions of £570 per dwelling as sufficient financial mitigation towards the maintenance and associated long term works of Upton Court Park.

6.4 **SBC Transport and Highways**

Final comments received on 09/04/2024.

Vehicle Access

The previously consented vehicle access junction from Stoke Gardens would provide access to the additional 80 dwellings on site. No changes are proposed to vehicle access.

SBC Transport Officers therefore have no objection to an additional 80 dwellings and 53 car parking spaces being served from the previously consented vehicle access junction on Stoke Gardens.

Section 106 Contributions

SBC agreed a Section 106 contribution of £1.1million with Berkeley for sustainable travel improvements to be provided for the Hybrid Planning consent for 1,300 homes (14th June 2019).

Travel Plan

A Travel Plan was agreed for the site as part of the Hybrid Planning Application. The Travel Plan will also be applied to the additional 80 dwellings proposed on site. The Travel Plan includes the appointment of a Travel Plan coordinator to monitor progress of the Travel Plan and

Access by Sustainable Travel Modes

There are a range of opportunities to travel by sustainable travel modes to/from the Horlicks development.

Rail Access

Slough Railway Station is located 600m (9 minutes' walk) from Horlicks. Elizabeth Line and Great Western Rail services are available to numerous employment and leisure destinations as listed below:

Destination from Slough	Journey Time	Peak Hour Frequency
Reading	23 – 25 minutes	5 per hour
Maidenhead	8 - 9 minutes	6 per hour
Langley	3 minutes	4 per hour
Hayes and Harlington	13 – 14 minutes	4 per hour
Southall	16 – 17 minutes	4 per hour
London Paddington	28 – 35 minutes	8 per hour
Bond Street	31 – 37 minutes	6 per hour
Farringdon	36 – 43 minutes	6 per hour
London Liverpool Street	40 – 46 minutes	6 per hour
Canary Wharf	47 – 52 minutes	6 per hour

Source: National Rail Website (April 2024).

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

The Chartered Institute of Highways and Transportation advises 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'*.

Bus Travel

The site is located 600m (7.5 minutes) walk from Slough Bus Station/A4 Wellington Street and 590m from the bus stops on Stoke Road. These bus stops can be used to travel by bus across Slough and destinations outside of Slough including Heathrow, Maidenhead, Uxbridge, Hounslow, Windsor and High Wycombe. The services available from these stops include the No. 3, No. 4, No. 5, No. 6, No.7, No. 81, No. 83 and No 583.

Walking and Cycling

The Horlicks development will provide an improved walking and cycling connection between Stoke Poges Lane and Stoke Gardens in the form of a 3m wide footway/cycleway through the centre of the site. The new connection means that Horlicks is located approximately 850m (10 minutes' walk) from Tesco Extra, 1000m (12 minutes' walk) from Slough High Street and 1100m from Claycotts School.

The Transport Statement commits to providing cycle hire docking stations adjacent to Block K within the development for both resident and non-residents to use.

On Site Car Parking

SBC Transport Officers would not object to the ratio of 0.34 parking spaces per dwelling for the additional dwellings; given it's proximity to Slough Railway Station, car club provision on site, parking control measures, car ownership data and significant Section 106 contributions to sustainable transport improvements as part of the consented Reserved Matters application.

The hybrid planning permission permitted 441 allocated car parking spaces for 1300 dwellings (0.34 spaces per dwelling).

An additional 53 car parking spaces are proposed site to support the additional 80 dwellings. The additional spaces are provided within an additional first floor car park within Block H which would be accessed via a ramp from the ground floor.

The 53 spaces provide 0.63 spaces per dwelling for the 80 dwellings overall. However, the ratio of allocated spaces per dwelling remains 0.33 spaces per dwelling (463 allocated spaces/1380 dwellings) which remains within the 0.34 maximum parking limit set by the hybrid planning permission.

This is because not all of the 504 spaces are allocated to dwellings, with some spaces being visitor, car club or rapid charging spaces.

A summary of the revised number of car parking spaces (after addition of 53 further spaces) provided on site is provided within the table below:

Horlicks Revised Car Parking Provision				
Phase		Phase 1	Phase 2	Total
Blocks		B, L K, M, Q	N, J, H, C, F	
Private	Houses	24	20	44
	Private	127	243	370
Affordable	Houses	0	24	24
	Apartments	15	10	25
Sub-Total		162	297	463
Other	Visitor	10	15	25
	Car Club	6	6	12
	Rapid Chargers	4	0	4
Total		193	251	504

Car Club Spaces

12 car club spaces are proposed on site which will allow residents to travel by car if they need to make a journey which cannot be made by rail, bus, walking or cycling. Research has shown that in 2022, each car club vehicle in the UK replaced 22 private cars (CoMoUK Annual Car Club Report).

Car Ownership Data

The Transport Assessment addendum includes car ownership data from the 2011 and 2021 Census for the area surrounding the Horlicks development. The census data shows that 55.3% of apartment residents owned a car in 2021 and 53.7% owned a car during 2011, with the remainder of apartment

residents living car free. This reflects a provision of around 0.5 spaces per dwelling.

Whilst Horlicks proposes 0.34 spaces per dwelling; the Census indicates that it is possible for a large number of residents to live car free in this part of Slough.

SBC Transport Officers consider a ratio of 0.34 spaces viable given the car club spaces implemented, the new connection to Slough Station, parking control measures and Section 106 contributions towards sustainable travel.

Visitor Car Parking

The Hybrid planning consent agreed that 5% of all car parking spaces would be provided for visitor car parking.

Car Parking Management Plan

A Car Parking Management Plan (CPMP) was previously prepared and implemented as part of the previous planning consent. SBC will also require the submitted CPMP to be implemented for the additional 80 dwellings. It includes a 'Right to Park' permit scheme where residents can purchase the use of a parking space, with on-site parking controls.

The development is marketed as 'Low car ownership' so residents are aware when they purchase a dwelling that parking provision is limited, and parking will only be available to those granted a permit on site.

The CPMP outlines that a parking management contractor will be appointed to manage the visitor parking spaces.

On-Street Car Parking on Stoke Poges Lane and Stoke Gardens

SBC Transport Officers have completed several site visits to assess on-street car parking on Stoke Poges Lane outside Phase 1 of the Horlicks Development. Vehicles have been observed parking on footways along Stoke Poges Lane. Berkeley's have offered to fund and implement measures preventing vehicles from parking on the footway.

The CPMP commits Berkeley to reviewing car parking on Stoke Gardens prior to 90% occupation and discussing similar measures along Stoke Gardens if a similar pavement parking problem arises.

Blue Badge

5% of car parking spaces across the Horlicks site will be designated for Blue Badge holders (26 of the total 504). This will include 7 Blue badge spaces within Blocks H and Block J.

Inclusive Mobility (2021) recommends 5% of parking spaces are designed to an accessible standard with a 1200mm access strip at residential developments. DfT data released in March 2023 showed that 4.6% of the UK population (2.57 million people) hold a valid blue badge.

Trip Generation

SBC Transport Officers have no objection to the proposed 80 dwellings as a result of forecast vehicle trips. The NPPF states within Paragraph 115 that applications for development should only be refused if there would be: *'An unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

The Transport Assessment includes a forecast of vehicle trip generation from the proposed 80 dwellings and 53 car parking spaces. The TA forecasts an additional 16 two-way vehicle trips during the AM Peak Hour (08:00 – 09:00) and an additional 16 two-way vehicle trips during the PM Peak Hour (17:00 – 18:00). The 16 additional trips equal 1 additional trip every 4 minutes during the AM and PM Peak Hours. This is not expected to have a material impact on queue lengths or congestion on the surrounding road network.

The trip generation forecast is based on trip rates previously agreed with SBC for the original Hybrid Planning Application. The trip rates are from surveys of similar housing sites within the TRICS database. TRICS is the national trip generation database.

The trip rates and forecast vehicle trips presented in the Transport Assessment are shown below:

Table 2: Proposed Trip Rates and Trip Generation

Land Use	Time	Trip Rates (per dwelling)			Trip Generation		
		In	Out	Two-way	In	Out	Two-way
Private Apartments	AM Peak	0.043	0.143	0.185	4	12	16
	PM Peak	0.126	0.053	0.180	11	5	16
	Daily	0.738	0.792	1.529	64	69	133

The Transport Assessment forecasts that the additional 16 trips would equal an increase of just 0.9% at the junction of B416 Stoke Road / Stoke Gardens/Stanley Cottages based on forecast traffic flow of 1,919 vehicles in the year 2032.

The forecast increase in trips from the Transport Assessment is provided below:

Table 9: 2032 Junction Impact – Two-way Vehicle Trips

Junction		2032 Base plus Committed Dev	2032 Base Plus Committed Dev & New Dwellings	New Dev. Trips	Percentage Impact
AM Peak	1 B416 Stoke Road / Shaggy Calf Lane / Elliman Avenue.	2,657	2,664	7	0.2%
	2 B416 Stoke Road / Stoke Gardens / Stanley Cottages	1,903	1,919	16	0.9%
	3 A4 Wellington Street / B416 Stoke Road / William Street	4,353	4,362	9	0.2%
PM Peak	1 B416 Stoke Road / Shaggy Calf Lane / Elliman Avenue	4,004	4,010	6	0.2%
	2 B416 Stoke Road / Stoke Gardens / Stanley Cottages	1,949	1,965	16	0.8%
	3 A4 Wellington Street / B416 Stoke Road / William Street	4,365	4,373	8	0.2%

Cycle Parking

SBC Transport Officers are satisfied that the proposed development provides enough secure cycle parking spaces for the previously consented dwellings and the 80 additional dwellings. The NPPF states in Paragraph 114 that applications for development should: *‘Ensure that appropriate opportunities to promote sustainable transport modes can be – or have been taken up’*.

The amended site plans display enlarged cycle stores which provide enough cycle spaces for the additional 80 dwellings and the previously consented dwellings. Overhead storage racks are proposed.

The applicant has confirmed that the stores will have a minimum overhead clearance of 2.6m to allow the use of overhead stacker racks.

Storage for a total of 582 bikes is proposed within six stores across Blocks H and J. Block H displays a total of 292 cycle storage spaces across three stores containing 144, 84 and 64 cycle parking spaces. Block J includes a total of 290 cycle storage spaces across three stores containing: 128, 84 and 78 bikes.

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

Deliveries, Servicing and Refuse Collection

The proposals would not alter the previously agreed arrangements for refuse collection and deliveries to the dwellings on site. Swept path analysis was provided within the hybrid application which demonstrated that a large refuse vehicle can turn within the site; and Slough’s refuse collection team enter Phase 1 of the development to empty bins.

Suitable areas for loading and unloading of delivery vehicles within the site were also included as part of the wider site masterplan previously approved.

Summary and Conclusions

I can confirm that I have no objection to the proposed development on highways and transport grounds.

PART B: PLANNING APPRAISAL

- 7.0 The following policies are considered to be most relevant to the assessment of this application:

Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The revised version of the National Planning Policy Framework (NPPF) was published on 19th December 2023.

The National Planning Policy Framework states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework and refined in case law.

Planning Officers have considered the revised National Planning Policy Framework which has been used together with other material planning considerations to assess this planning application.

- 7.1 The National Planning Policy Framework (NPPF 2023)
- 7.2 The National Planning Policy Framework (NPPF) was published most recently on 19th December 2023. The relevant chapters within the NPPF are:
- Chapter 2. Achieving sustainable development
 - Chapter 4. Decision-making
 - Chapter 5. Delivering a sufficient supply of homes
 - Chapter 8. Promoting healthy and safe communities
 - Chapter 9. Promoting sustainable transport
 - Chapter 11. Making effective use of land
 - Chapter 12. Achieving well-designed places
 - Chapter 16: Conserving and enhancing the historic environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

- i. the application of policies in this Framework 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 in this Framework taken as a whole.

7.3 The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, (December 2008)

Core Policy 1 – Spatial Strategy
Core Policy 4 – Type of Housing
Core Policy 7 - Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment

7.4 The Local Plan for Slough, Adopted March 2004

EN1 – Standard of Design
EN17 – Locally Listed Buildings
T2 – Parking Restraint
EN17 - Protection of Sites with Nature Conservation Interest

7.5 Written Ministerial Statement (May 2021)

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. 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).

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.

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 site has outline planning permission already in place with affordable housing secured by way of planning obligations with a Registered Provider contracted to deliver and manage the affordable element in phase 1. It is considered the provision of affordable housing is not affected by virtue of the proposed amendments to phase 2. Therefore, in light of the development being subject to an outline permission, the First Homes policy does not apply to this planning application to vary the previous planning permission.

7.6 Habitats Regulations Assessment of Projects, Natura 2000 and European Sites

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

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

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

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)

Footprint Ecology Report (2019)

This document sets out the evidence base for damage to biodiversity and the sensitive environment because of the number of visitors to the Burnham Beeches Special Conservation Area.

Slough Mitigation Strategy re new residential development and protection of Burnham Beeches – Draft 6:

Sets out a mitigation strategy to reduce visitor pressure on sensitive natural habitat the Burnham Beeches Special Conservation Area, as a result of new residential development. The mitigation strategy has been agreed by Natural England and has been agreed by Cabinet 17th October 2022.

7.7 Section 73 Application Procedure

The applicant has submitted an application under Section 73 of the Town & Country Planning Act 1990 (As Amended) seeking variation of Conditions 3, 5 and 11 of planning permission P/00094/070 for the comprehensive phased redevelopment of the former Horlicks Factory for a residential led development to provide up to 1300 new homes (granted 10th June 2022). The applicant can apply for an amendment to the extant scheme permission, under S73 of the Town and Country Planning Act 1990 (As Amended). Section 73 of the Act can be used, amongst other things, to approve material amendments to an existing planning permission by amending a condition (or conditions) upon which the permission was granted. A section 73 takes effect as a new, independent permission to carry out the same development as previously permitted subject to new or amended conditions. The new permission sits alongside the original permission, which remains intact and unamended.

The guidance is now contained in the Department for Levelling Up, Housing and Communities' National Planning Practice Guidance. This advises that where modifications are fundamental or substantial, a new planning application under section 70 of the Town and Country Planning Act 1990 will need to be submitted. However, where less substantial changes are proposed, for amending a proposal that has planning permission, amending the conditions attached to a permission is an appropriate mechanism.

The proposals do not seek to amend the description of development, which cannot be secured by way of an application under s73. The description of development was recently amended by way of a s96a application as stated in the planning history section of this report.

7.8 Equality Act

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

considered the equalities impacts on protected groups in the context of the development proposals as set out below in this report.

7.9 The main planning issues relevant to the assessment of this application are considered to be as follows:

- Supply of housing
- Design and appearance
- Townscape Visual impact
- Heritage Impact
- Impact on Neighbours and Amenity
- Living conditions for future occupiers
- Habitat impacts
- Education
- Affordable Housing & Viability
- Highways & Transport
- Planning Conditions
- Section 106 planning obligations
- Equalities Considerations

8.0 **Supply of Housing:**

The development proposes a total of up to 1380 homes. 576 of which is being delivered via the approved first phase at the following mix:

- 5 x 1-bedroom studios,
- 232 x 1-bedroom apartments,
- 304 x 2-bedroom apartments,
- 11 x 3 bedrooms apartments and,
- 24 x 4-bedroom dwellinghouses).

Of these, 227 are affordable units in phase 1 at the following mix:

<i>Dwelling Type</i>	<i>Affordable Rented</i>	<i>Shared Ownership</i>
1-bed	73	43
2-bed	54	55
3-bed	0	0
Total	127	100

It is noted that under the previous consented scheme, up to 1300 units overall were to be delivered, with 25% of these (e.g. 325 if 1300 units were delivered) expected to be affordable housing. This would leave a requirement for up to 98 affordable units for Phase 2 to be delivered (subject to review mechanism).

The second phase as proposed would deliver 804 new homes (1380 total across the site). The mix of units and number of affordable housing units to be confirmed through future applications and viability reviews, but the submitted indicative documents indicate that the following provision via each block of Phase 2 would be provided:

<u>Block</u>	<u>Detailed consented quantum</u>	<u>Anticipated quantum</u>	<u>Variation to quantum</u>
Block J	296	330	34
Block H	240	227	37
Block C	60	60	0
Block F	20	20	0
Block N	101	117	16
Phase 2 sub-total	717	804	87
Phase 1 sub-total	576	576	0
<u>Grand Total</u>	<u>1300</u>	<u>1380</u>	<u>80</u>

An indicative mix of the units has been provided by the applicant below in comparison to the number of consented units for Phase 2 via the P/00094/068 reserved matters approval:

	Approved (P/00094/068)	Proposed (indicative)
1 bed	255	292
2 bed	403	434
3 bed	59	78
Total	717	804

In relation to the above table, the uplift of 87 units is as a result of the reserved matters provision providing a total of 1,293 units, as opposed to 1,300 from the outline permission.

As the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites and having regard to the quantum and type of housing proposed, the development would make a significant positive contribution to the housing supply within Slough.

9.0 **Design and Appearance**

9.1 Saved Policy EN1 of the Slough Local Plan 2004 and Core Policy 8 of the Core Strategy requires that development proposal should reflect a high standard of design, and must be compatible with, and/or improve the surroundings in terms of layout, scale, height, architectural style and materials. Core Policy 1 of the Slough Core Strategy 2008 states that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings.

9.2 It is noted that as part of the outline permission (P/00094/039) maximum heights were agreed based on indicative proposals for Phase 2, which informed the approved 'Parameter Plan', the highest of which was 77m AOD. As a part of the Section 73 application P/00094/070 granted permission on 10th June 2022, the heights of J4 and H1 were amended to increase by a height of 3.25m and 0.35m respectively, and therefore raising the maximum parameter heights to 65m AOD for these blocks. This is set out in the table below for comparison to the proposed S73 scheme.



Above image: Parameter plan heights as per P/00094/070.

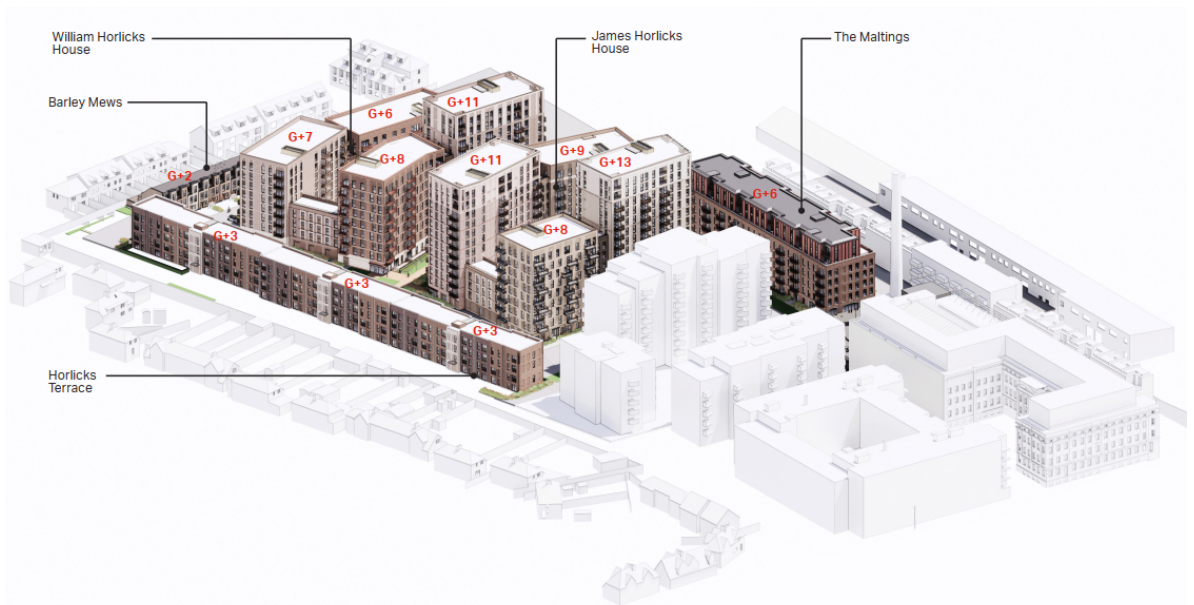
9.3 The principle changes to the application relates to Blocks N (a proposed increase of one storey), J1, J4, H1, H2 and H4 (a proposed increase of one storey), J3 and H3 (a proposed increase of three storeys). As a result of these changes, the maximum parameter heights are proposed to increase beyond the agreed parameter heights (max 77m AOD) as a part of approved application P/00094/070. As a result, Parameter Plan 433.SK.PP.001E has been submitted to show that the maximum height for these blocks have been increased. The changes from these alterations are set out in the table below.

Block	P/00094/039 height (outline)	P/00094/070 height (S73 permission)	P/00094/092 height (S73 proposal)
J1	60m AOD	65m AOD (9 storeys)	65m AOD (10 storeys)
J3	77m AOD	77m AOD (14 storeys)	86m AOD (17 storeys)
J4	60m AOD	65m AOD (10 storeys)	68m AOD (11 storeys)
H1	60m AOD	65m AOD (9 storeys)	65m AOD (10 storeys)
H2	60m AOD	65m AOD (8 storeys)	65m AOD (9 storeys)
H3	71m AOD	71m AOD (12 storeys)	80m AOD (15 storeys)
H4	60m AOD	65m AOD (7 storeys)	65m AOD (8 storeys)
N	56m AOD	56m AOD (7 storeys)	59m AOD (8 storeys)



Above image: Proposed Parameter heights changes and locations P/00094/09

9.4 The image below provides an isometric view of the approved Reserved Matters application for Phase 2 (ref: P/00094/068). This is then followed by an illustrative isometric view of the proposed height parameters.



Above image: Isometric view of Phase 2 (submitted as a part of the applicant's design and access statement LPA ref: P/00094/068).



Above image: illustrative isometric view of the proposed height parameters.

The above proposed changes would facilitate the increase in the maximum number of units from the outline permission from up to 1300 units, to up to 1380 units. This would represent an uplift of 80 units as a result of the proposed height increases through Blocks J, H and N. It should also be noted that the proposed changes would also result in the addition of a further level of undercroft car parking to be inserted within Block H, which would result in the podium garden also being provided a storey higher than previously approved. Further details in relation to this are discussed within the Highways Section of the report.

This application seeks to facilitate these changes through amending the parameter plans and design codes. Future applications will be submitted should the application be approved to confirm the internal and external design of these blocks and mix of units. Whilst the increase of units is not fully assessed as a part of this application, it is important to note that the proposed changes to the heights of these blocks would result in an increase of units.

- 9.5 It is noted that Condition 11 from the outline scheme (P/00094/039) restricted the maximum heights of the development to ensure that the maximum height of Block J shall not exceed 77m AOD. From the officers report, it was noted that this condition was required as there were concerns with the taller elements of James and William Horlick House (Blocks J and H) in terms of townscape impacts and *internal daylight and overshadowing conditions within the development, and therefore restricted the height to be within two locations only, to ensure a more transitional height change between the development and the low rise suburban housing to the north*

As a part of this application, condition 11 would be amended to increase this maximum height for Block J shall not exceed 86m in more than one location and shall not exceed 71m AOD in a further two locations. Further assessment is provided within the Townscape and Visual Impact, and Impact on Future Occupiers sections of the report, to determine if these alterations in height and to Condition 11 would be acceptable as a minor-material change.

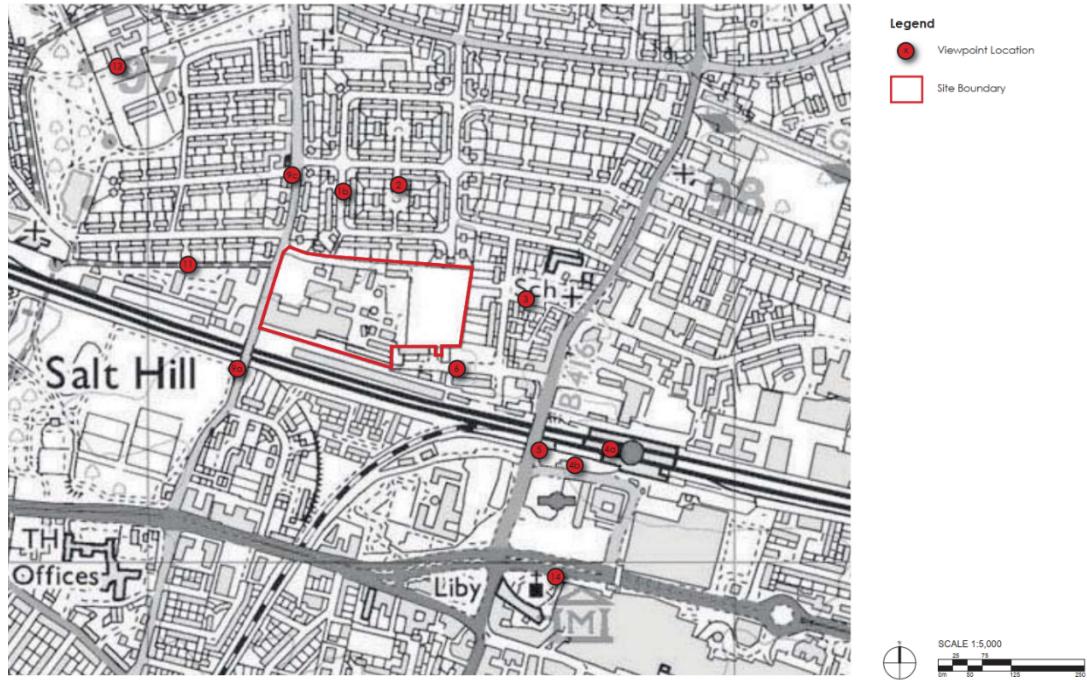
- 9.6 Design Codes MP1.0 and MP4.1 have been amended to reflect the amended parameter plan number. A design justification booklet has also been submitted by the applicant to demonstrate the differences by block between the consented and approved heights. It should be noted that this document is not offered as an approved drawing and is indicative. Whilst this indicative, the submitted visuals demonstrate that the two storey and single storey top blocks which are definitive architectural features of Blocks J and H can be continued as per the current approved scheme in terms of its appearance and materials. Officers confirm that the proposal would not materially change the appearance and materials from the outline scheme used in this regard. The applicant would be required to submit future applications for Blocks J, H and N, should the application be approved, to provide detailed designs for these blocks.

The proposed alterations in height are further assessed within the Townscape and Visual Impact, and Heritage Sections of the report.

10.0 **Townscape Visual Impact:**

- 10.1 A TVIA addendum has been provided as a part of the application to assess the impacts and effects as a result of amendments to Blocks J, H and N, when compared to the Parameters of the approved scheme.
- 10.2 It is noted that from the proposed heights of the development that there is a net increase of the heights of Blocks J, H and N. Specifically, as stated within the *Design and appearance* section of the report, Blocks J3 and H3 see the most significant increase, rising by 3 storeys. Conversely, Blocks J1, J4, H1, H2 and N would be increasing by a storey. As a result of this increase in heights, the highest points of the scheme would reach 17 storeys (Block J3) and 15 storeys (Block H3). Given this amendment in heights, 12 wireframe views and 25 baseline receptor viewpoints have been provided to officers for assessment, which match the viewpoints and views provided as a part of the outline scheme, in order to assess the impacts of the increase in heights visually. It is noted by officers from Viewpoints 6 and 9a that the increases in height would be in the backdrop of the Horlicks Chimney which is a prominent feature and characteristic of the site.
- 10.3 As per the outline scheme (LPA ref P/00094/070), the TVIA identifies Landscape Townscape Character Areas (LTCAs) where the construction visual impacts of the scheme are assessed. The TVIA concludes that there no change in terms of impacts to the LTCAs when compared to the outline approval. Officers have assessed the TVIA and agree with these findings.
- 10.4 With regarded to the completed scheme, the TVIA submitted with the hybrid application set out 25 representative viewpoints which were agreed with officers at the time of this application. Of these 25 views, 18 were considered to require further assessment in relation to their impacts as a part of the TVIA. This is because there are medium to long range views were too distant, have substantial vegetation or built form to perceive any influence from increases in height as proposed. Therefore, these viewpoints remain as reported as a part of the outline scheme (potential visual impacts are neutral and therefore not considered further). Of the 18 viewpoints the TVIA Addendum submitted with this application provides 12 verified wireline viewpoints (Appendix G), which

are the same viewpoints which were requested by officers at the hybrid planning stage. The location of these are shown below:



Above image: the 12 Verified wireline viewpoints submitted as part of this application.

10.5 The following table sets out the TVIA’s conclusions of the likely visual effects of the development as shown in the verified wireline viewpoints in comparison to the hybrid scheme. The changes are highlighted in yellow rows:

Viewpoint Location Visual Receptor	Effect 2019 (LPA ref: P/00094/039, P/00094/070)	Effect 2023 (proposed scheme)
Viewpoint 1b – Gilliat Road Residents Road users, pedestrians and cyclists	Minor Beneficial Negligible Beneficial	Negligible to Minor Beneficial Negligible Beneficial
Viewpoint 2 – South Green Residents Road users, pedestrians and cyclists	Moderate Adverse Minor Adverse	Moderate Adverse Minor Adverse
Viewpoint 3 – Littledown Road Residents Road users, pedestrians and cyclists	Minor Adverse Negligible Adverse	Minor to Moderate Adverse Negligible to Minor Adverse
Viewpoint 4a and 4b – Slough Train Station Station users	Negligible Beneficial	Negligible to Minor Beneficial
Viewpoint 5 – Stoke Road Bridge Road users, pedestrians and cyclists	Negligible Beneficial	Negligible Beneficial
Viewpoint 6 – Stoke Gardens Residents Workers, road users, pedestrians, cyclists	Minor Beneficial Negligible – Minor Beneficial	Negligible to Minor Beneficial Negligible Beneficial
Viewpoints 9a-9c – Stoke Poges Lane Users, pedestrians, cyclists	Negligible Beneficial	Negligible Beneficial
Viewpoint 11 – View from footpath Slough 25 Footpath users	Negligible Beneficial	Negligible Beneficial
Viewpoint 13 – Baylis Memorial Gardens and Baylis House Visitors to heritage assets and PRow users	Minor Adverse	Minor Adverse

Viewpoint 14 – The Church of Our Lady Immaculate and St.Ethelbert Visitors to heritage assets Workers, road users, pedestrians, cyclists	Minor Beneficial Negligible – Minor Beneficial	Minor Beneficial Negligible – Minor Beneficial
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10.6 The applicant’s TVIA concludes that:

*“The changes between the P/00094/070 Parameters and the proposed Parameters (which only relate to Blocks J, H & N) are illustrated by the updated wirelines contained in **Appendix G – Verified Views and Wirelines** of this TVIA Addendum. These show that, whilst the change between these parameters (red and yellow lines) is perceptible, these provide improvements to legibility and variation in the skyline of the Proposed Development for many of the views (such as Viewpoints 4a, 4b, 5 & 14) – albeit with the greatest change to near or adjacent views (such as Viewpoints 1 and 3). Change to middle and long-distance views is likely to be negligible at most, with any variation in judgements from those reported in the 2019 TVIA, likely to be intermediate changes (half a degree) up or down the Beneficial or Adverse scale at most.”*

10.7 Following review of the TVIA and accompanying appendices, Officers broadly agree with the findings of the TVIA, and its conclusions. However, it is considered that the level of impact on surrounding residential character areas would increase, particularly within Stoke and Chalvey, as a result in the increase in height to Blocks J and H. However, this is considered by officers to still fall within the minor, minor-moderate adverse ranges in terms of impacts as set out within the outline scheme. Officers in the hybrid scheme within the committee report that:

“The impacts in viewpoints (within these LTCAs) also emphasise the magnitude of the townscape effects on visual receptors. Officers consider that there will be moderate adverse visual impacts at viewpoints 1a, 1b 1c (in Gilliat Road), and 3 (Littledown Road) (as opposed to minor adverse). Officers consider there will be minor adverse visual impacts on receptors at viewpoints 6 (Stoke Gardens), 9a and 9b (Stoke Poges Lane).”

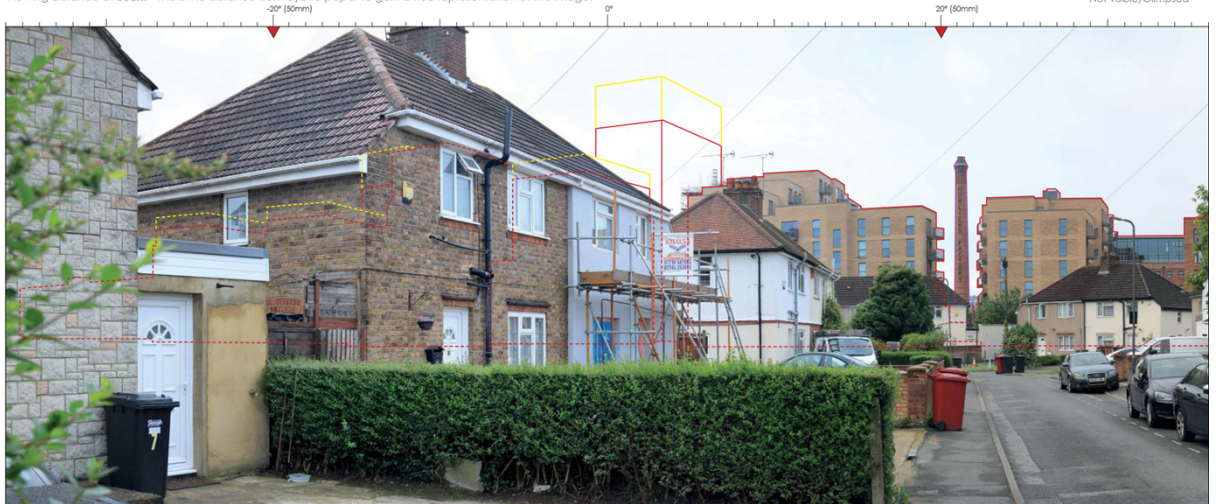
It is considered that in these instances, this would remain the case for these views within the proposal. However, it is noted that the impact of this would result in a marginal increase.

With regard to Gilliat Road, it is considered that whilst there would be moderate adverse impacts particularly from a resident perspective as assessed in outline scheme, the factory chimney would still be prominent in its view. The increase in height, would be offset from the street scene and result in a notable (mostly Block J3) but not unacceptable difference between the proportion of works visible within the skyline from the outline and proposed parameters overall.

5.1 Viewpoint 1b Wireline of the proposal

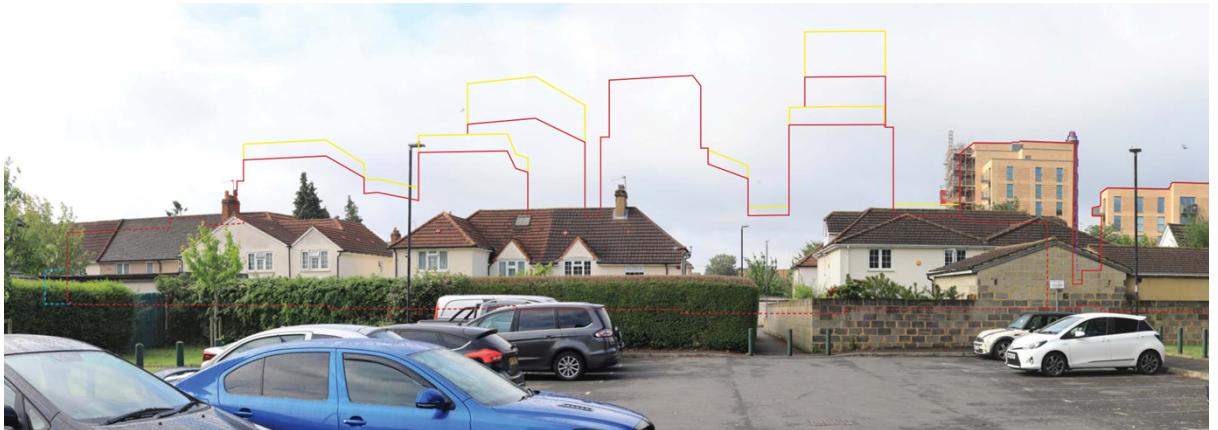
Viewing Distance at 30cm - This is the distance from eye to paper to gain a true representation of the image.

- Herfick Factory Retained
- Consented Scheme
- Proposed Scheme
- - - Not visible/Glimpsed



Above image: Viewpoint 1b wireline (Gilliat Road)

In relation to Viewpoint 2 (South Green) and Viewpoint 3 (Littledown Road), Officers still consider this to be of a moderate adverse impact to residents (minor adverse to road users, pedestrians and cyclists). Despite the increase in height, there would be a good degree of separation distance and the buildings would still appear proportionate in their form within the skyline.

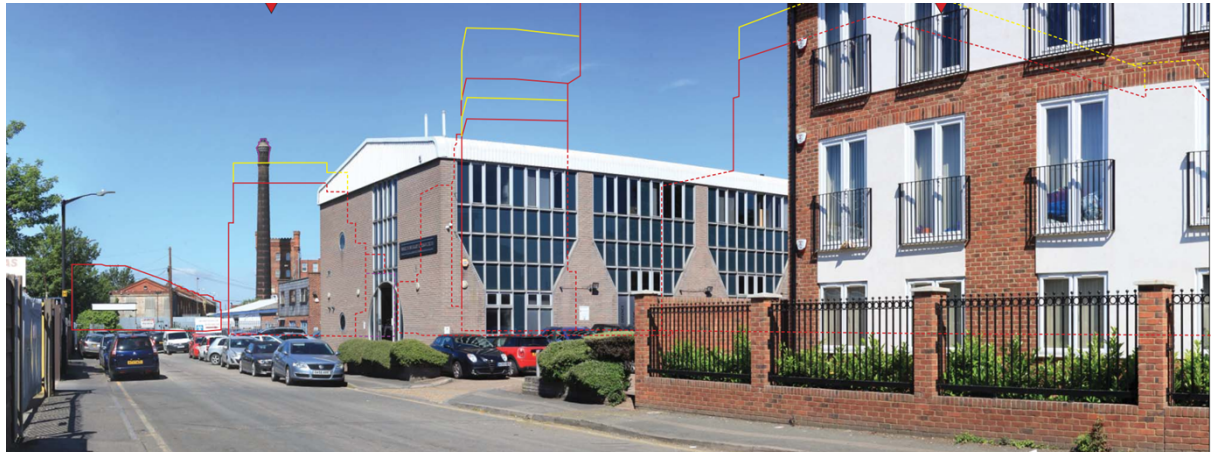


Above image: Viewpoint 2 wireline (South Green)



Above image: Viewpoint 3 wireline (Littledown Road)

With respect to wireline Viewpoints 6 (Stoke Gardens), the increase in height would be notable but in proportion with the approved building heights. The increase in heights to James and William Horlicks House (Blocks J and H respectively) would somewhat reduce the original factory chimney's prominence particularly when viewed from Viewpoints 6 (Stoke Gardens) and 9a (Stoke Poges Lane). However, importantly the architectural crown feature and some of the flute would still sit above the Blocks J and H. It is not considered that this increase in height would be at odds with the Locally Listed Chimney & former factory (Block M) and Phase 1 generally.



Above image: Viewpoint 6 wireline (Stoke Gardens)



Above image: Viewpoint 9a wireline (Stoke Poges Lane)

Further images have been provided for these viewpoints to show the proposed blocks in-situ on site, within day and night views from Stoke Poges Lane. It is considered by officers that the use of lighter materials for the upper two storey blocks could help to increase the prominence of the original chimney building. This will be a consideration for future detail applications; however, this demonstrates that the development is capable of respecting the prominence of the chimney. At night, it is considered that the chimney contains appropriate existing lighting, which would ensure that the chimney features (particularly towards the upper elements) are clearly discernable and distinguishable.



Above image: View from Stoke Poges Lane (daytime) with proposed development



Above image: View from Stoke Poges Lane (night time) with proposed development

- 10.8 Overall, it is considered that the proposal would result in some adverse townscape impacts on the surrounding townscape character areas and within some viewpoints as a result of the increases in height in particular to Blocks J and H, that would not fully comply with the criteria set out within Policy EN1 of the Local Plan, as was the case within the outline approved scheme. This is

particularly notable along Gilliat Road, South Green, Littledown Road, Stoke Gardens and Stoke Poges Lane. However, it is considered by officers that the overall impacts would not be significantly different to the findings of the TVIA submitted as a part of the approved outline scheme and the increased impacts in each case would be negligible.

- 10.9 As per the outline scheme, it is considered that the shortcomings of the height in parts of the site would not constitute a major contravention with the design Policy EN1 or with Core Policy 8 which require new development to relate to the surrounding context and as such, through securing design quality through conditions, design codes and future applications, it is considered that a satisfactory standard of design could be achieved, on balance.

11.0 **Heritage impact**

- 11.1 Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 provides that in considering whether to grant permission for development which affects a listed building or its setting, the Local Planning Authority 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. As a consequence, the desirability of preservation must be given considerable importance and weight in the decision-making process.

- 11.2 Paragraph 195 of the NPPF states that Heritage Assets are a irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

- 11.3 Paragraph 201 of the NPPF states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

- 11.4 Paragraph 205 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

- 11.5 Paragraph 206 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

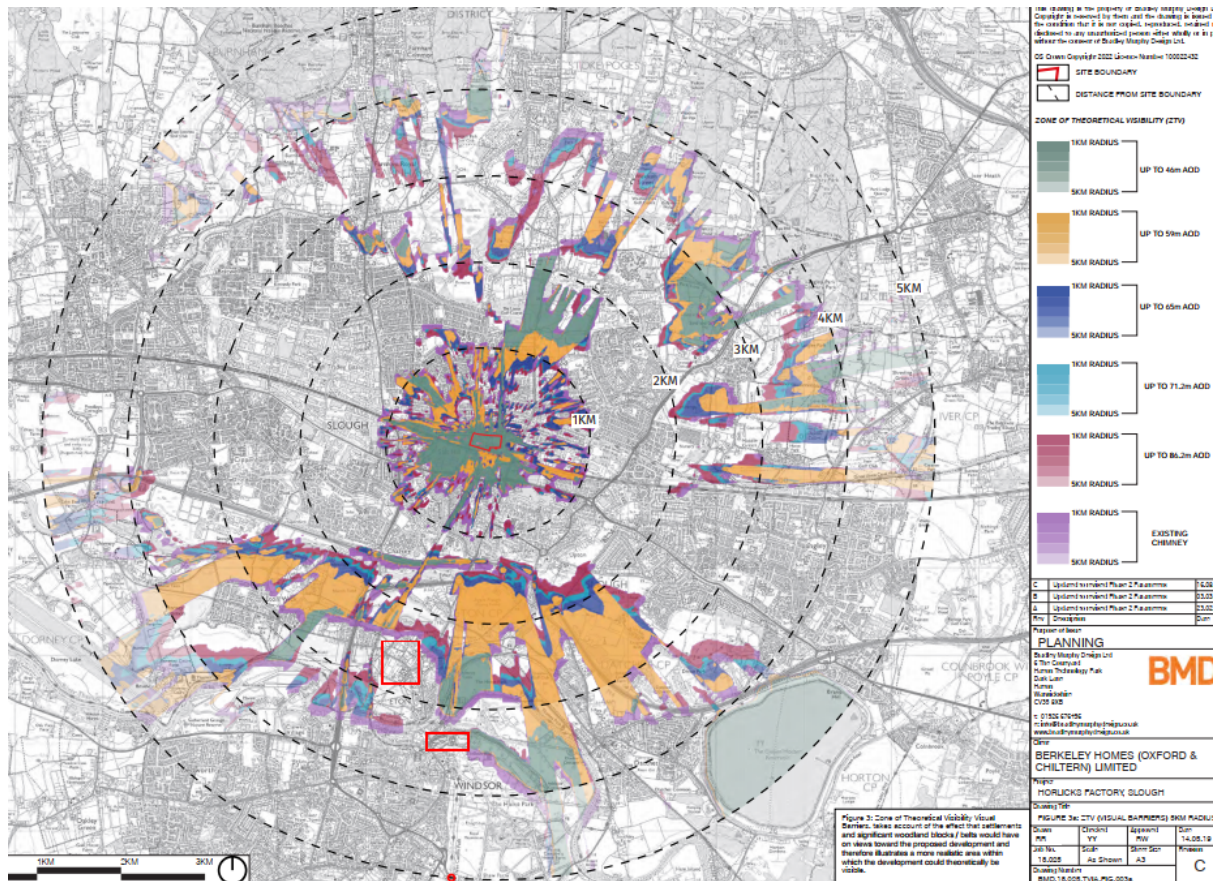
b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

- 11.6 Paragraph 208 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In this instance, as per the outline approved scheme, the public benefits here would include the long-term preservation of a locally listed heritage asset, regeneration of an unused brownfield site to provide a new urban quarter and public realm in the form of high quality landscaping in Slough, and the delivery of a substantial amount of new housing which provides social, economic and environmental benefits.
- 11.7 Paragraph 209 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 11.8 Policy EN17 of the Local Plan states in regard to locally listed buildings that special consideration will be given, in the exercise of the development control function, to the retention, enhancement and appropriate refurbishment of locally listed buildings together with their setting.
- 11.9 Core Policy 9 sets out that new development will not be permitted unless it protects and enhances the historic environment and respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.
- 11.10 The impact on the following Heritage Assets have been assessed as part of this application:
- Windsor Castle (Grade I)
 - Windsor Great Park (Grade I)
 - Eton College (Grade I)
 - Group: Baylis House (Grade I) and Walls and Gatepiers (Grade II)
 - Horlicks War Memorial (Grade II)
 - Group: Slough Station Booking Hall (Grade II), Offices (Grade II) and Island Platform Building (Grade II)
 - Group: Church of Our Lady Immaculate and St Ethelbert (Grade II) and St Ethelbert's Presbytery (Grade II)
 - Former Horlicks factory (locally listed)
 - Group: 19 Stoke Road, 21 Stoke Road, Littledown Primary School and Gilliat Hall, Stoke Road (St Paul's Church) (all locally listed),

11.11 As a part of the application, the applicant has provided a heritage briefing note which assesses the impacts of the proposal on the relevant affected heritage impacts. Comparisons of the effects from the previously approved reserved matters scheme for Phase 2 (P/00094/068). Officers consider this appropriate given that the buildings in question here related directly to the Phase 2 elements which were detailed elements within this application.

Windsor Castle, Windsor Great Park, and Eton College

11.12 In relation to this application Historic England have been consulted and have responded by not offering advice. The applicant confirmed that Viewpoint 24 from Eton College Playing Field and Viewpoint 25 from Windsor Great Park was scoped out of the original TVIA, as a result of the (near 8km) distance and unlikely impact on views experienced with the naked eye. This point has been clarified in the updated 2023 TVIA Addendum through the provision of a zone of theoretical visibility (ZTV - visual barriers) diagram. As shown in the images below, the development, as per the outline scheme, would not fall within the zone of theoretical visibility from a 5km radius and would be imperceptible from the naked eye due to a 7.63km distance in the case of Viewpoint 25, and due to the surrounding tree vegetation and 2.24km distance with regards to Viewpoint 24. Therefore, the impacts on these views are not considered further by Officers.



Above image: ZTA diagram 5km Radius with approximate locations of Eton College, Windsor Castle and King George III Statue.

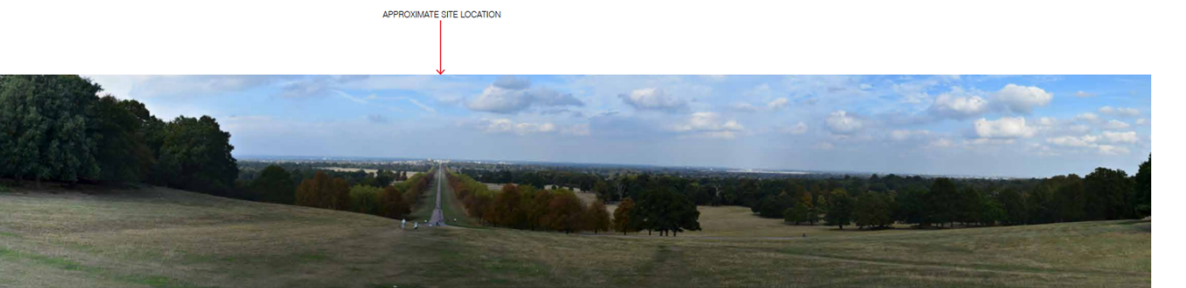


Existing summer baseline views (Extended Panorama)

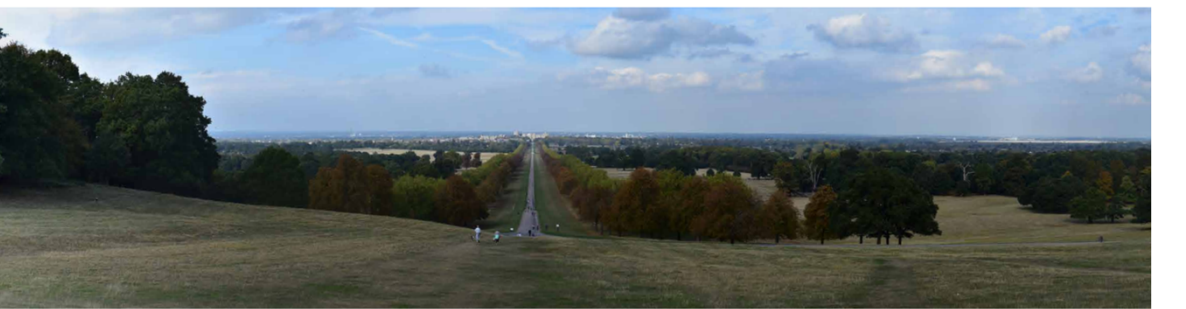


Summer view at recommended viewing distance of 300mm @A3

VIEWPOINT 24: VIEW FROM ETON COLLEGE (REGISTERED PARK AND GARDEN GRADE II)



Existing summer baseline views (Extended Panorama)



Summer view at recommended viewing distance of 300mm @A3

VIEWPOINT 25: VIEW ALONG 'LONG VIEW' IN WINDSOR GREAT PARK (REGISTERED PARK AND GARDEN GRADE II) FROM KING GEORGE III STATUE (GRADE I)

Above images: Viewpoint 24 (Eton College Playing Field) and Viewpoint 25 (Windsor Great Park and King George III Statue).

11.13 War Memorial:

The buildings contained within Phase 2 would site east to the Horlicks War Memorial, which was relocated within Phase 1 of the scheme following its completion. The Phase 2 buildings would be screened from the visual setting of the memorial itself, however would form a part of the wider visual setting when transitioning through the former factory grounds. As per the design code,

the design of the Phase 2 blocks would coordinate with the visual features from the Phase 1 buildings. BEAMS have advised the relocation of the war memorial amounts to an enhancement. Given this, and that the design elements as approved as a part of the reserved matters scheme are to be replicated in spite of the increase in height to the Phase 2 blocks, the document concludes that there would be no change to the conclusions, with the setting and significance of the asset remaining preserved would not lead to a notable change as a result of this application.

12.0 *Impact on Other Listed Heritage Assets*

In relation to

- Group: Slough Station Booking Hall (Grade II), Offices (Grade II) and Island Platform Building (Grade II)
- Group: Church of Our Lady Immaculate and St Ethelbert (Grade II) and St Ethelbert's Presbytery (Grade II)
- Group: 19 Stoke Road, 21 Stoke Road, Littledown Primary School and Gilliat Hall, Stoke Road (St Paul's Church) (all locally listed)

It is noted the TVIA and briefing note sets out for the assets listed above, no change (i.e., setting and significance preserved) to the previous conclusions to the outline and reserved matters schemes are considered to occur.

12.1 *Group: Baylis House (Grade I) and Walls (Grade II) and Gatepiers (Grade II):*

12.2 Within the outline scheme, no objections were raised by Historic England. In relation to this application Historic England have been consulted and have responded by not offering advice. However, our local heritage consultants (BEAMS) considered there would be less than substantial harm to setting Baylis House (Grade I) and the walls and gate (Grade II) adjoining Baylis House. Within the briefing note, the conclusion states that there would be no change to the conclusions of the outline and reserved matters scheme, stating that there would be minor harm to the setting of the asset, with the significant preserved.

12.3 The proposed height increase of the Phase 2 development will result in the lowest level of less than substantial harm upon the wider setting of the Grade I Baylis House and Grade II brick boundary wall.

12.4 It is noted that the lowest level of less the substantial harm is a similar level of harm as raised in previous applications. The public benefits of the proposal would also include the long-term preservation of a locally listed heritage asset, and regeneration of an unused brownfield site to provide a new urban quarter for Slough (facilitated by the outline approval) and the delivery of a substantial amount of new housing which provides social, economic and environmental public benefits. Special regard by officers has been given in recognising that the proposal would result in less than substantial harm to the setting of Baylis House, and the walls and gates adjoining Baylis House. It is also noted that as

a result of the distance of the site from Windsor Castle and the Copper Horse, and the tree belt to Eton College, that there would be no adverse impacts. Therefore, as per the outline scheme, it is concluded that the public benefits listed in the report significantly outweigh the less than substantial harm to the setting of the listed buildings.

12.5 The proposal is considered to be acceptable and in accordance with Core Policy 9 of the Core Strategy, the NPPF and S.66(1) of the 1990 Act. Officers have in the above paragraphs demonstrated how the statutory duty to have a special regard to the desirability of protecting the setting of the nearby locally listed buildings has been applied, alongside the NPPF guidance.

12.6 *Locally Listed Horlicks Factory*

In line with the findings of the Heritage Report provided as a part of the reserved matters scheme (LPA ref: P/00094/068), the proposed scheme considers that there would be no change from the conclusions, with the setting and significance enhanced as per previously. The justification for this view is provided within the briefing note submitted, given that the clocktower and chimney would remain visible and prominent in local and mid-range views as a result of the design and scale of the Maltings (Block N) building being comparable to the Horlicks Factory despite the one storey increase in height proposed. Furthermore, the use of lighter brick tones to the tallest elements of Blocks J (J3) and H (H3) would ensure that the form and prominence of the clocktower and chimney remain legible. However, as the chimney and factory would appear less prominent, BEAMS have advised there would be minor adverse impact upon the setting of the Horlicks Factory and Chimney Stack. However when considering this in round to include the improvements to the factory building by way of refurbishment, the impact to locally listed heritage assets within the site are considered to comply with Local Plan Policy EN17, Core Policy 9 of the Core Strategy and the NPPF.

13.0 **Impact on Neighbours and Amenity**

13.1 Paragraph 135 of the NPPF sets out guiding principles for the operation of the planning system. One of the principles set out is that authorities should always seek to ensure that developments are visually attractive, function well and add to the overall quality of the area through the lifetime of the development high quality design and have a high standard of amenity for all existing and future occupants of land and buildings.

13.2 Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship to nearby properties.

Neighbouring Amenity

13.3 There are residential properties within close proximity of the application site. To the north, there are a number of houses along Gilliat Road and Shackleton Road, with south facing rear gardens (Gilliat Road) and east facing front elevations (Shackleton Road). To the east of the site, there are a number of

houses along Grays Road and Chaucer Way with east facing rear gardens adjoining the site. To the south east, there is a three to four storey flatted development fronting Stoke Gardens known as Reet Gardens.

- 13.4 The application has been submitted with a daylight and sunlight report which assesses any potential loss of daylight and sunlight to relevant neighbouring properties. These properties are Nos. 40, 40-42, 52, 54, 56 and 58-60 Gilliat Road, Nos. 1-3 Shackleton Road, Nos 1-11 Chaucer Way and Nos. 34-42 Reet Gardens.

Vertical Sky Component:

- 13.5 The British Research Establishment (BRE) provides written guidance in relation to daylight and sunlight. With respect to the Vertical Sky Component (VSC) which assesses the level of illuminance, the BRE advise that a VSC of 27% should provide reasonable daylight falling on the plane of the window. If the levels fall below that, it should not fall more than 80% (or 0.8 times) its former value. It is noted that within urban inner-city environments, VSC values in excess of 20% could be acceptable.

- 13.6 Within the original application (P/00094/039) the submitted daylight and sunlight report (in relation to phase 2) concluded transgressions in the BRE Guidelines at the following properties:

- 40 Gilliat Road (first floor, 1 window),
- 50-56 Gilliat Road, first floor, 8 windows),
- 1-2 Shackleton Road (ground floor 4 windows, first floor 1 window)
- 1-11 Chaucer Way (ground floor 3 windows, first floor 2 windows)
- 34-42 Reet Gardens (first floor level 4 windows)

- 13.7 Where the proposal also previously breached BRE Guidelines within the outline scheme (P/00094/039), it is noted that these would still fall within 20% VSC which has been established by officers as being acceptable for this urban inner-city environment, or the value would not fall below 20% of the existing value as established in the outline scheme. In the three instances at 40 Gilliat Road and 1-2 Shackleton Road, where the windows failed both criteria, the room was served by at least one additional window or the rooms were very small. In assessing the original application (P/00094/039) the resulting VSC levels were appropriate for its urban context.

- 13.8 The submitted daylight and sunlight report benchmarks the changes in VSC to neighbour windows based on the reserved matters scheme (LPA ref: P/00094/068). Given that the values provided were based on detailed matters of the buildings within Phase 2 at a lower than the original outline parameters, this provides a more than worse case scenario.

- 13.9 The submitted Sunlight and Daylight Report finds that with the proposed development in place, Nos. 40, 40-42, 52, 54, 56 and 58-60 Gilliat Road would have an incremental change reduction of 0%-3% from the consented scheme (P/00094/068). These changes are minor and for the vast majority of neighbouring properties have not resulted in any breaches of the BRE guidance in relation to the baseline assumptions set out in the originally submitted application (ref P/00094/039).

- 13.10 With respect to no. 1-3 Shackleton Road the windows would have an incremental change reduction of 0% - 3% from the consented scheme (or 1.00-0.97 times its former value). Nos. 1-11 Chaucer Way would have an incremental change reduction of 2% - 5% from the consented scheme (or 0.98-0.95 times its former value), with one instance being 6% (or 0.94 its former value, opening to a kitchen). In the instances of all the above, the VSC would not be less than 27%.
- 13.11 No. 34-42 Reet Gardens would have an incremental change reduction of up to 5% from the consented scheme (or 0.95 times its former value) at ground floor level, with VSC values above 23 degrees, up to 6% (or 0.94 times its former value) at first floor level, with VSC levels above 25 degrees. At second floor level would have an incremental change reduction of up to 6% from the consented scheme (or 0.94 times its former value), but would all have a VSC of over 27%. It is also noted all these rooms at second floor level are bedrooms and would be served by two windows each.
- 13.12 The Daylight and Sunlight Report (DL/SL) summaries that there would be no discernible changes from the outline and reserved matters schemes.
- 13.13 As noted above the breaches are so minor they do not significantly change the previously reported impacts, noting the VSCs still fall within appropriate values for urban areas. Therefore, in respect of the resulting VSC levels, the extent of differences between the consented maximum parameters outline scheme and the reserved matters are considered negligible and not significant.

Daylight distribution:

- 13.14 With respect to daylight distribution, BRE guidelines state that if the no-sky line moves so that the area of the existing room which does receive direct skylight is reduced to less than 0.8 times its former value, then this will be noticeable to the occupants, and more of the room will appear poorly lit.
- 13.15 Within the original application (P/00094/039) the proposal resulted in breaches at the following properties:
- 1-2 Shackleton Road (1 rooms at ground floor, 2 rooms at first floor level),
 - 1-11 Chaucer Way (3 rooms at ground floor level)
 - 34-42 Reet Gardens (8 rooms at ground floor, 5 rooms at first floor level)
- 13.16 It is noted that in the instances where the values were below 0.8 times the former value at the outline stage, the proposed values would experience a negligible reduction, with the majority of instances being less than 0.08 times the outline room areas (or 8%). There were a couple instances where the consented values would fall significantly, where the loss from the existing parameters from the proposed outline scheme was in excess of 0.5m times the former value (or 50%), and there would be a further reduction as a result of the proposal, however, it was accepted by officers that these spaces would either serve rooms with small floor areas (under 5sqm) or be to bedrooms, which are not considered to be as important in relation to daylight distribution in the view of officers, than kitchens or living areas. It was considered by officers that any daylight distribution reductions would not be considered material in view of the

overall very high adherence to be BRE Guide target criteria for the majority of all neighbouring rooms assessed in respect of the scheme.

- 13.17 The submitted Sunlight and Daylight Report benchmarks the changes in daylight distribution based on the reserved matters scheme (LPA ref: P/00094/068). Given that the values provided were based on detailed matters of the buildings within Phase 2 at a lower than the original outline parameters, this provides a more than worse case scenario.
- 13.18 The submitted Sunlight and Daylight Report finds that with the proposed alterations in height to the development in place, Nos. 40, 40-42, 52, 54, 56 and 58-60 Gilliat Road would have a reduction of 2% (or 0.98 times the former value), in most instance barring two windows where the reduction would be 5% (0.95 times its former value), from the former approved scheme. The rooms in this instance would retain in excess of 75% of room area able to receive direct skylight at the working plane (which would be 850mm above the floor level).
- 13.19 With respect to 1-3 Shackleton Road the windows would have a reduction of up to 1% (or 0.99 times the former value), except in the case of 4 rooms at 1-2 Shackleton Road at first floor level where the reduction would be 3% - 7% (0.97-0.93 times the former value). In this instance the rooms would retain in excess of 72% of good, daylight distribution to receive direct skylight at the working plane (which would be 850mm above the floor level). It is also noted at this level that these rooms are bedrooms. It is considered by officers that daylight distribution is less important to these areas than kitchen and living areas.
- 13.20 With respect to 1-11 Chaucer Way, 25 out of 34 rooms would have an reduction of up to 5% (or 0.95 times its former value). For the remaining 9 rooms, at ground floor level, 2 rooms would have a reduction of 6%-7% (or 0.94-0.93 times its former value), and four rooms would have a larger reduction of 9%-18% (or 0.91-0.82 times its former value). It is however noted again in these instanced that good daylight distribution of over 72% at the working plane is retained as a part of the proposal. At first and second floor level, there would be an incremental change reduction of 6%-8% for 3 rooms (or 0.94-0.92 times its former value). Notwithstanding this, there would be in excess of 82% of retained daylight distribution. It is also noted at this level that these rooms are bedrooms. It is considered by officers that daylight distribution is less important to these areas than kitchen and living areas.
- 13.21 34-42 Reet Gardens would have a reduction of up to 3% (or 0.97 times its former value) at ground floor level, and 3%-6% at first floor level, and effectively no reduction at second floor level (or 1.00 times its former value). It is also noted that in these instances, that good daylight distribution of over 77% at the working plane is retained as a part of the proposal.
- 13.22 As noted above the breaches are so minor they do not significantly change the previously reported impacts, noting the daylight distribution still fall within appropriate values for urban areas. Therefore, in respect of the results, the extent of differences between the consented maximum parameters outline scheme and the reserved matters are considered negligible and not significant. Therefore, there would continue to be an acceptable impact to the neighbouring existing buildings.

Annual Probable Sunlight Hours (APSH):

- 13.23 With respect to Annual Probable Sunlight Hours (APSH), BRE guidelines state that the APSH received at a given window in the proposed case should be at least 25% of the total available, including at least 5% in winter. Where the proposed values fall short of these, and the loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.
- 13.24 With respect to Nos. 40, 42-44, 52, 54, 56 & 58-60 Gilliat Road, Nos. 1-2 & 3 Shackleton Road, Nos. 1-11 Chaucer Way and Nos. 34-42 Reet Gardens, there would be a no applicable or limited change reductions in all instances, with the retained values remaining above the threshold of 25% of the total available and over 5% in winter. It is considered by officers that the reductions in these instances, the differences between the consented maximum parameters outline scheme and the reserved matters are considered negligible and not significant.

Overshadowing to Gardens

- 13.25 *With respect to the rear gardens of* Nos. 40, 42-44, 52, 54, 56 & 58-60 Gilliat Road, Nos. 1-2 & 3 Shackleton Road, Nos. 1-11 Chaucer Way and Nos. 34-42 Reet Gardens, the outline scheme set out that all the amenity areas to these properties met BRE criteria in regards in regards to sunlight, with either no loss (1.00 times the former value) or minute losses of no more than 3% (or 0.97 times the former value). Further to this, within the Reserved Matters scheme (P/00094/068), the submitted Daylight and Sunlight Report also concluded that most garden areas would have no change from the former consented values, and for the small number that did, this would still have minimal losses of no more than 3% (or 0.97 times the former value). With respect to the current application, Paragraph 4.3.11 of the submitted Daylight and Sunlight Assessment states that:

“Given the proposed fairly limited massing changes to Block J, H & N when compared to the extant scheme and given the part central / offset from the boundary of these blocks, it has not been necessary to update review of impacts to neighbouring amenity, there will be no change.”

Officers have reviewed the outline results and the massing changes as a result of this application proposal and agree with the above conclusions set out in the submitted daylight and sunlight report that no further assessment of the impact on the neighbouring rear gardens would be required.

Overbearing, visual dominance, and privacy:

- 13.26 With respect to overbearing, visual dominance, and privacy, the proposal would be set away by a distance great enough to prevent an unacceptable impact on neighbour amenity.

Conclusion

- 13.27 The submitted Sunlight and Daylight Report has assessed by officers who have agreed that the proposed development would not result in any unacceptable impacts on the existing neighbouring occupiers, and there would be negligible

impacts to neighbouring daylight and sunlight when compared to the extant consented scheme. The proposal would also broadly comply with BRE criteria set out for access to daylight within the habitable rooms provided through the Phase 2 scheme. Overbearing, visual dominance, and privacy impacts would be acceptable.

13.28 Based on the above, and subject to conditions, the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policy EN1 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework.

14.0 **Living conditions for future occupiers**

14.1 Within the Sunlight and Daylight Report as part of the Daylight analysis, the review process has been undertaken based on the Average Daylight Factor (ADF). The ADF is defined as the ratio of total daylight flux incident on the working plane to the area of the working plane, expressed as a percentage of the outdoor illuminance on a horizontal plane due to an unobstructed Commission Internationale d'Eclairage – International Commission on Illumination (CIE) standard overcast sky. For example, a 1% ADF would mean that the average indoor illuminance would be one hundredth the outdoor unobstructed illuminance. As set out in the outline and reserved matters scheme, whilst ADF requirements should generally be above 2.00 or 2% for kitchens, 1.5 or 1.5% for a living rooms spaces and 1.00 or 1% for bedrooms, it was agreed with the applicant during the extant schemes that an alternative target of a minimum of 1.00 (1%) should be achieve for living/kitchen/dining rooms (as set out in paragraph 12.12 of the Reserved Matters officer report).

14.2 *Analysis results:*

With respect to the analysis results, a total of 2,190 habitable rooms have been analysed using an indicative scheme relating to the residential units within Blocks C, F, H, J & N (Phase 2). This is an increase of the number of rooms assessed as a part of the reserved matters scheme (1,912 rooms), as a result of the total proposed uplift of units from the outline (1300) to proposed (1380). A table summarizing these results is shown below:

Table A – Summary of Self-test ADF analysis for Detailed Scheme - Phase 2

Block	Total No. of rooms analysed	Rooms meeting ADF target criteria		Rooms below ADF target criteria
		No.	%	
NEW BUILD Phase 2				
C	193	178	92%	15
F	80	79	99%	1
H	737	656	89%	81
J	861	741	86%	120
N	319	256	80%	63
Total to Summary	2,190	1,910	87%	280
NEW BUILD Phase 1 (Blocks A, B, K, L, Q)*	1,042	993	95%	49
Block M (converted Factory)*	437	350	80%	87
Total to Summary	1,479	1,343	91%	136
SUMMARY				
Phase 2 (Blocks C, F, H, J & N)	2,190	1,910	87%	280
Phase 1 (Blocks A, B, K, L, Q & M / converted factory)	1,479	1,343	91%	136
GRAND TOTAL	3,669	3,253	89%	416

**denotes data extracted from Schroeders Begg Daylight & Sunlight report dated June 2019 rev02*

To Note – Table 1 & Table A above excludes 24 No. ground floor kitchens to Block C – these are small kitchens (circa 9m²) and not designed for dining within / effectively a small galley kitchen (see Schroeders Begg report ‘The Horlicks Factory, Slough-Daylight & Sunlight’ dated March 2022 revision 02’ - paragraph 3.2.4).

- 14.3 It is noted Design Code MP4.6 from the approved design code document from hybrid application P/00094/070 states that: The proposed heights will be conditional on achieving a minimum of 85% of the proposed new-build habitable rooms across the whole site (Phase 1 & Phase 2) meeting the average daylight factor target criteria as defined by the approved Daylight/Sunlight Assessment ref. 433.PL.018.

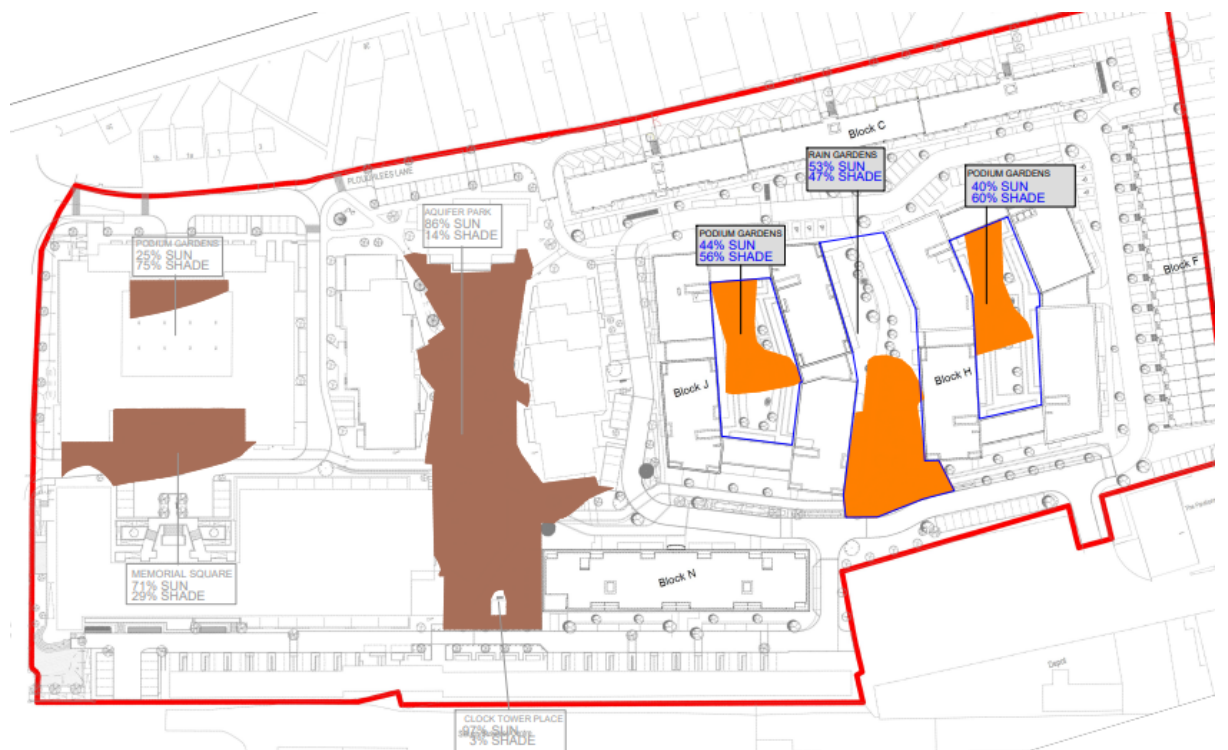
- 14.4 The results show that for Phase 2 (Blocks C, F, H, J and N), 87% of the rooms (or 1910 out of 2190 rooms) would meet the ADF target criteria, as a result of the increase in heights for Blocks J, H and N. Overall for the development, (including Phase 1), the total percentage pass rate would be 89% which would match the reserved matters scheme figures. Officers consider that given that within Phase 2, there would be a 1% decrease in the number of rooms meeting the ADF target, the overall percentage drop across the whole development would remain as per the tolerances as set out in outline parameters (over 85% as set out in MP4.6).
- 14.5 It is likely that there would be rooms within the proposed detailed scheme that would fall short of this alternative target, in some instances, falling below 0.8, with 0.31 being the lowest ADF value. In the previous reserved matters scheme where rooms fell under this alternative target, it was considered a small percentage of the habitable rooms for the entire development would not meet the alternative target by officers, primarily due to the rooms being podium facing or facing towards the adjacent block which is in proximity. Like with the reserved matters scheme, a similar number of rooms would fall as low as low as 0.26. A like-for-like comparison between the approved ADF results for Phase 2 for the approved reserved matters scheme, and the proposed scheme is not considered would not be possible, given that the layouts have been altered through the increase in height and previously approved NMA applications. In this instance, the number of rooms which have low ADF targets are comparable to a degree, that they are not considered to be significantly different to the outline approval.
- 14.6 In conclusion, it is considered by officers that a small percentage of the total units would not meet the alternative targets established by the outline application. However, as explained above, a detailed scheme can be designed to appropriately minimize the occupiers' experience of the instances of lower levels of daylight and good ADF provision to the vast majority of the living areas will be achieved.
- 14.7 Given the above, it is acknowledged that there would be very few instances whereby daylight would fall (marginally) below recommended BRE levels within isolated windows to the dwellings within Phase 2. The resultant levels are not unreasonably low for the urban location and given the benefits of the development and sustainable location, it would be acceptable on this occasion to apply the standards more flexibly, in accordance with the BRE guidelines, the NPPF (2013), Policy EN1 of the Local Plan and Core Policy 8 of the Core Strategy.

Amenity Areas

- 14.8 The amenity areas are indicated to be similar to those approved in the reserved matters application (P/00094/068). However, they are envisaged to be slightly smaller to accommodate the additional footprint as approved via a recent NMA (P/00094/085)
- 14.9 In terms of sunlight to development amenity spaces, the BRE Guide target criteria is for such areas to have the ability to receive 2 hours or more of sunlight at the Equinox (21st March) to 50% or more of the amenity area. A comparison between the outline, reserved matters and proposed scheme is shown below:



Above image: sunlight to amenity areas – Outline Scheme (P/00094/070)



Above image: sunlight to amenity areas – Reserved Matters Scheme (P/00094/068)



Above image: sunlight to amenity areas – Proposed scheme (P/00094/092)

- 14.10 From the information provided by the applicant through the Daylight and Sunlight Assessment, the public amenity space available between Blocks H and J (identified as Rain Gardens within the Daylight and Sunlight Report) would meet the BRE criteria, as with the outline and reserved matters consents, with 53% of the amenity area receiving 2 hours or more of sunlight at the Equinox (which matches the reserved matters provision). It is noted however, this would be lower than the outline percentage overall (64%).
- 14.11 The podium garden to Block H would experience an uplift, with 57% of the podium garden would experience 2 hours or more of sunlight at the Equinox, which would be an increase from the previous outline scheme (52%). This would continue to meet BRE criteria. From the information submitted by the applicant, it is understood that this increase would be a result of the increase of height of the podium gardens (to facilitate another level of undercroft car parking).
- 14.12 With respect to the podium garden of Block J, the increase in height (and in depths as a result of approved application P/00094/085) 39% of the podium garden would experience 2 hours or more of sunlight at the Equinox. It is noted that this percentage is the same as parameters that were established by previously approved application P/00094/085 and would still represent a small improvement from the outline consent (38%). This is due to a slightly smaller area of amenity space as described above.

- 14.13 Notwithstanding the above, given the uplift in of 80 units (1380 dwellings) from the outline scheme (1300 dwellings), the proposal would result in up to 80 additional dwellings with the same communal amenity space provision as the 1300 home scheme. This would likely cause an increase pressure on the local parks (notably Salt Hill Park). Following consultations with SBCs Parks and Open Spaces Team, to mitigate against this impact of the compromised amenity spaces on future residents as a result of the increase in heights, a contribution of £24,000 (£300 per unit as per the Developers Guide) towards future works/maintenance/improvements/play equipment towards Salt Hill Park (adjacent to the site) has been agreed with the applicant. This has been sought as the site is over 2 hectares in size and is considered by officers to meet the requirement criteria as per Section 6 of the Developers Contributions and Affordable Housing (Section 106) Developers Guide Part 2, which states that there will be a requirement for the enhancement of existing nearby public open space where high density residential schemes in or near the Town Centre that have inadequate private amenity space.
- 14.14 This off-site financial contribution will be sought via a Deed of Variation to the existing Section 106 agreement.
- 14.15 Based on the above, the proposal would result in an appropriate level and quality of external amenity space.

Conclusion

- 14.16 Based on the above the proposal when considered as a whole would provide good living conditions for future occupiers in accordance Core Policy 4, 8 and the NPPF.

15.0 **Habitat Impacts**

- 15.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.
- 15.2 Paragraph 186 of the NPPF 2023 states that when determining planning applications, if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. It also states that opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 15.3 Regulation 61 of The Conservation of Habitats and Species (Amendment) Regulations 2017 (as amended), requires the local planning authority to make an appropriate assessment of the implications of a particular proposal, alone

or in combination with other plans or projects on any likely significant effect on a European Site designated under the Habitats Directive.

- 15.4 Evidence put forward within the Footprint Ecology report 'Impacts of urban development at Burnham Beeches SAC and options for mitigation: update of evidence and potential housing growth, 2019' recognises that new housing within 5.6km of the Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.
- 15.5 The site is located approximately 5.6 km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as proposed within the evidence base carried out by Footprint Ecology.
- 15.6 The Local Planning Authority in consultation with Natural England have produced a Supplementary Planning Document to support a tariff based mitigation strategy for all new housing applications within 5.6km of the SAC.
- 15.7 The applicant has submitted a Shadow Habitat Regulations Assessment Addendum as a part of the proposal. The report states that:

“Although an increase of 80 dwellings is extremely unlikely to result in a likely significant effect on any internationally designated site in isolation, in keeping with the findings of the 2020 Shadow HRA and AA the additional new homes have potential to result in adverse effects of increased recreational pressure on the Burnham Beeches Special Protection Area (SAC) in combination with other plans and projects.”

As such, the document states that the applicant agrees to make a contribution of £570 per dwelling for net gains (80 units), towards natural habitat and access enhancements at Upton Court Park This amounts to £45,600. Consultations with Natural England have raised no objections to the applicants HRA findings, subject to the appropriate mitigation being secured, Officer's confirms that Upton Court Park would have the absorbance capacity for the proposal, and that financial contributions should go towards works and associated long term maintenance of the natural habitat and access enhancements. A unilateral undertaking has been drafted to secure the above financial mitigation.

- 15.8 The Local Authority has made an appropriate assessment on this application and have concluded that the proposed mitigation measures of £45,600 towards works and associated long term maintenance of the natural habitat and access enhancements at Upton Court Park have been agreed by Natural England and would be in accordance with the Slough's Mitigation Strategy. This mitigation is appropriate and would counteract any potential adverse impacts of the development on Burnham Beeches SAC.
- 15.9 Therefore, the recommendation includes a requirement for the mitigation package to be secured by the Council and for an appropriate assessment to be finalised by SBC on completion of the legal agreement and in advance of issuing any decision.

16.0 **Education**

16.1 It is noted that under the original Section 106 Agreement secured two education contributions, firstly towards Early Years, Secondary and SEND provisions within the detailed phase (for the first 546 dwellings, i.e. Phase 1) which includes the on-site provision of the 100 space nursery to the sum of £1,400,000, and a second education contribution towards the outline component (Phase 2) to the sum of £507,589 (total £1,907,589). Given the increase to the number of units proposed to the site overall as a result of the application, officers have sought further contributions taking into account the additional 80 units. Following discussions with SBCs Asset Management Team, a sum of £252,800 has been agreed with the applicant as a financial contributions towards Early Years, Primary, Secondary, Post-16 and SEN provisions within Slough which will be secured via the legal agreement.

17.0 **Affordable Housing & Viability**

17.1 It is noted that within the outline scheme, out of the 1300 units approved at the outline stage, a maximum of 25% of the units would be affordable homes, with the split of this being 50% shared ownership and 50% Slough Living Rent in total. Initially, this was to be split to be 152 units delivered through Phase 1, with the remainder to be delivered through Phase 2 (up to 175) as secured by the original Section 106 agreement. To date, it is noted that 152 of these have been provided through Block A (managed by Sovereign Housing Association Ltd), and a further 75 to be provided in Phase 1 (to be managed by Abri Group Limited), before the end of 2024 as set out in the Affordable Housing Statement submitted by the applicant. This means 227 affordable homes comprising of 100 shared ownership and 127 socially rented units will be delivered through Phase 1, equating to 17% of the homes across the site being affordable units, assuming an increase in the number of units to 1,380 units. Further provision of affordable housing through Phase 2 is currently subject to a two stage viability review which are to be carried out prior the commencement of Block H and occupation of the final 20 dwellings within Phase 2 respectively, as set out under Schedule 4 of the Section 106 agreement. The review mechanism in the existing section 106 includes provisions to accommodate additional dwellings in phase 2. Therefore, the additional 80 dwelling will be subject to a viability review. This is appropriate given the nature of this application being a Section 73 variation to an already consented scheme which is being implemented at the time of writing.

18.0 **Highways & Transport**

18.1 Paragraph 114 of the NPPF states that in assessing specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;

- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
- 18.2 Paragraph 115 of the NPPF 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.
- 18.3 Paragraph 116 of the NPPF states that development should:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 18.4 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.
- 18.5 The applicant has provided a Transport Assessment (TA) Addendum, prepared by Glanville and a Transport Assessment Summary to consider the impacts of the development on the transport and highways networks. The TA Addendum provides a technical response as a result of consultations with the LPA and Highways Authority officers, in relation to car and accessible parking, cycle storage, and mitigation works.

On-Site Car and Cycle Parking

- 18.6 Condition 48 of the outline scheme stated that:

The residential car parking provision for **the development shall not exceed 441 car parking spaces or as spaces per residential unit ratio of 0.34 on the whole site, excluding the 16 rapid charger and car club spaces.** The resident spaces shall include 10% active Electrical Charging Points and 90% passive provision for future Electrical Charging Provisions. 5% of all spaces shall be designed to wheelchair accessible standards and a minimum of 5% of the parking will be allocated to the 1-2 bed Affordable Housing dwellings and one parking space will be allocated to each 3 bed Affordable Housing

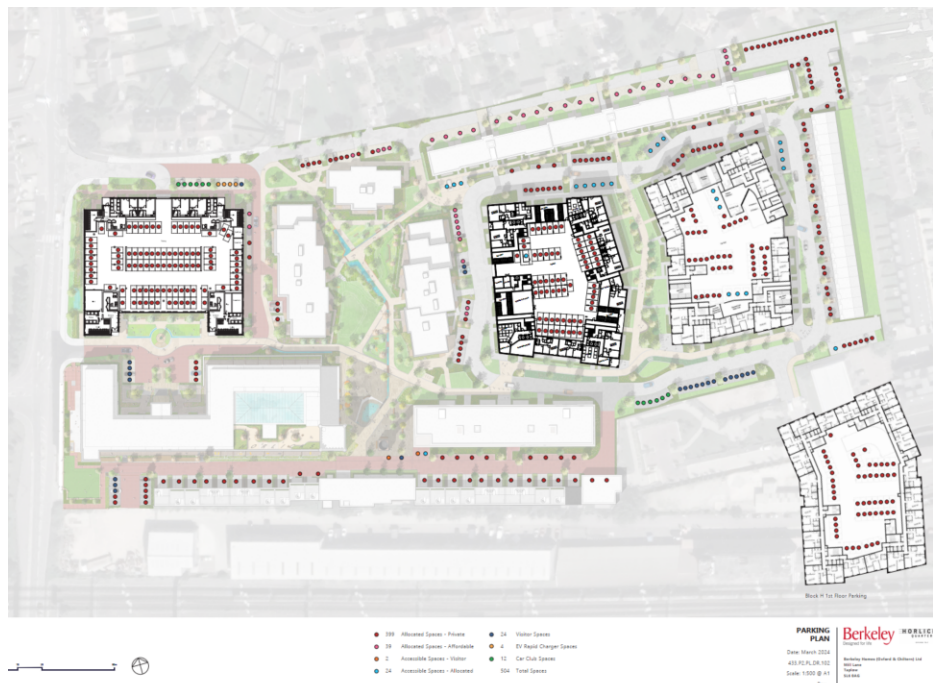
dwelling, all to be provided on site, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To reduce the level of car-based traffic within the surrounding road network and encourage alternative sustainable modes of travel 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).

18.7 As a result of the increase of units (80 units increase up to 1380 dwellings overall), the proposed scheme would increase the car parking provision by 53 spaces. Overall, the number of spaces would be 504, which is an increase from the consented 441 spaces (P/00094/039 and P/00094/070). A table showing a breakdown of this provision is shown below:

Horlicks Revised Car Parking Provision				
Phase		Phase 1	Phase 2	Total
Blocks		B, L K, M, Q	N, J, H, C, F	
Private	Houses	24	20	44
	Private	127	243	370
Affordable	Houses	0	24	24
	Apartments	15	10	25
Sub-Total		162	297	463
Other	Visitor	10	15	25
	Car Club	6	6	12
	Rapid Chargers	4	0	4
Total		193	251	504

These spaces would be provided to support the additional 80 dwellings on site. The additional spaces are provided within an additional first floor car park within Block H which would be accessed via a ramp from the ground floor. Visitor car parking is to be retained at 5% for all car parking spaces.



Above image: Proposed parking plan for the site

- 18.8 The Local Highway Authority has been consulted on this application. They have stated that there would not be an objection to the ratio of 0.34 parking spaces per dwelling for the additional dwellings; given it's proximity to Slough Railway Station, car club provision on site, parking control measures, travel plan, car ownership data and existing significant Section 106 contributions to sustainable transport improvements as part of the consented Reserved Matters application. The 53 spaces provide 0.63 spaces per dwelling for the 84 dwellings overall. However, the ratio of allocated spaces per dwelling remains 0.33 spaces per dwelling (463 allocated spaces/1380 dwellings) which remains within the 0.34 maximum parking limit set by the hybrid planning permission. This is because not all of the 504 spaces are allocated to dwellings, with some spaces being visitor, car club or rapid charging spaces. The car park management plan has been submitted in draft and is acceptable. The existing section 106 obligates the developer to submit a car park management plan prior to occupation of each block. This will continue to take effect on this application. Given this, no objections are raised with respect to the proposed car parking spaces.
- 18.9 With respect to cycle parking, within the outline scheme, it was determined that a one-to-one ratio of spaces per unit should be provided. The Transport Addendum confirms that this would again be provided as a part of the proposed scheme, equating up to 1,380 cycle spaces on site. Storage for a total of 582 bikes is proposed within six stores across Blocks H and J. Block H displays a total of 292 cycle storage spaces across three stores containing 144, 84 and 64 cycle parking spaces. Block J includes a total of 290 cycle storage spaces across three stores containing: 128, 84 and 78 bikes.
- 18.10 Whilst the applicant has provided some layout plans to show the details of the above elements in relation to cycle and car parking, it should be noted that these plans are indicative only and would not be considered as part of the approved drawings, should the application be approved. Further details for approval are to be submitted through future applications. This provision and layout is considered to be acceptable to SBC Highways. It should also be noted that SBC Transport Officers consider a ratio of 0.34 spaces viable given the car club spaces implemented, the new connection to Slough Station, parking control measures and Section 106 contributions towards sustainable travel.

Trip Generation

- 18.11 The applicant as a part of their assessment has also provided trip generation, highways impact and census data to support the application. Through their assessment, the addendum concludes that the highway impact would increase as a result of the additional 80 units (87 units on the basis of 1,293 dwellings as a result of the Reserved Matters consent P/00094/068, 80 additional units overall to the outline) by 0.9% on the Stoke Road/Stoke Gardens junction, and 0.2% at the junctions to the north and south of this junction on Stoke Road. This equates to 16 two-way vehicles during the peak hours. SBC Highways officers have commented that they would not have any objections to this, as it is not expected that this increased would have a material impact on queue lengths or congestion on the surrounding road network. It is noted that the trip generation forecast is based on trip rates previously agreed with SBC for the original Hybrid Planning Application. The trip rates are from surveys of similar

housing sites within the TRICS database. TRICS is the national trip generation database.

18.12 *Mitigation*

18.13 The applicant has submitted a draft car parking management plan (Appendix 3 of the Transport Assessment Addendum) and drawings (Appendix 3 and E) as a part of this application for officers to review in relation to car parking mitigation along Stoke Poges Lane and Stoke Gardens.

18.14 The car parking management plan, Appendix 3 and E indicates in relation to off-site parking mitigation along Stoke Poges Lane, timber bollards, pedestrian guard railing could be provided in order to prevent off-site parking along Stoke Poges Lane. Similar proposals are set out for Stoke Garden (should a parking issue arise). The specification of these details are to be confirmed by SBC Transport and Highways. The car parking management plan also indicates that prior to reaching 90% occupancy of the development, a comprehensive review will be conducted to determine the necessity and specification mitigation measures. It should be noted that the submitted drawings are indicative, and do not form a part of the approved drawings. Notwithstanding this, it is understood that this would be provided for approval through future applications, with the commitment for this secured via the Car Parking Management Plan which will be submitted via the existing section 106 agreement.

18.15 Therefore, the proposal is considered to continue to be broadly compliant with Policy T2 and T8 of The Adopted Local Plan for Slough 2004, Core Policy 7 of the Core Strategy, and the National Planning Policy Framework.

19.0 **Planning Conditions**

19.1 In order to facilitate the proposed changes to the scheme set out in the report, the following conditions have been amended to include the new amended plans (with the alterations indicated in bold and underlined). Officers have also amended conditions that reference to the NPPF to ensure they refer to the latest versions:

Condition 3 – Outline Permission

The Development hereby permitted within Development Area 2 (The Outline Development Area) shall not be carried out except in substantial accordance with the following drawing and information; unless otherwise agreed in writing by the Local Planning Authority:

- 433.PL.001 Planning Statement
- 433.PL.003 Statement of Community Involvement
- 433.PL.004 Design and Access Statement
- 433.PL.006 Heritage Impact Assessment
- 433.PL.007 Townscape and Visual Impact Assessment
- 433.PL.008 Ecological Assessment
- 433.PL.009 Aboricultural Impact Assessment
- 433.PL.010 Transport Assessment
- 433.PL.011 Travel Plan

- 433.PL.012 Air Quality Assessment
- 433.PL.013 Noise and Vibration Assessment
- 433.PL.014 Ground Investigation Report
- 433.PL.015 Drainage and Flood Risk Assessment
- 433.PL.016 Foul Sewage and Utilities Assessment
- 433.PL.017 Archaeology Assessment Rev A
- 433.PL.018 Daylight / Sunlight Assessment
- 433.PL.019 Sustainability and Energy Statement
- 433.PL.020 Wind Microclimate Assessment
- 433.PL.021 Fire Strategy
- 433.PL.022 Ground Contamination Interpretative Report
- **433.PL.005 Design Code Rev C**
- 433.PL.002 Viability Assessment
- HH4180238/DK/079 Transport Assessment Addendum 2
- 433.PL.005SUPPCODES Design Code
- 1620005443 Noise and Vibration Impact Assessment
- 1620005443-001/ENV/AQ01 Air Quality Assessment Rev C
- 433.PL.001 Proposed Demolition Plan
- 433.PL.PP.101 A Indicative Proposed Horizontal Limits of development plots
- **433.SK.PP.001 Parameter Plan Rev E**
- 6213-SRA-SW-00-DR-A-00001 Site Location Plan P01
- 6213-SRA-SW-00-DR-A-00002 Application Boundary Plan P01
- 6213-SRA-SW-XX-DR-A-00031 (P02) Site Sections – Illustrative
- 6213-SRA-SW-XX-DR-A-00032 (P02) Site Sections – Illustrative
- 6213-SRA-SW-XX-DR-A-00033 (P02) Site Sections – Illustrative
- **433.P2.PL.DR.101 D Illustrative Landscape Masterplan**
- BMD.18.025.DR.P003 Landscape Planting Framework Plan A

REASON: To ensure a satisfactory form of development and appearance and to comply with policies Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework **(2023)**.

Condition 5 – Parameter Plans and Design Codes

*'All reserved matters applications shall include a statement to demonstrate how the reserved matters have been prepared in accordance with the following parameter plans and design codes; 433.PL.PP.101 Indicative Proposed Horizontal Limits of Development Plots Rev A, 433.SK.PP.001 Parameter Plan Rev **E** and 433.PL.005 Design Code Rev **C**, or other versions of the design codes and parameter plans that are subsequently agreed in writing with the Local Planning Authority.*

*REASON: To ensure the development is designed and constructed in accordance with the design guidelines on which this decision is based and to be consistent with the principles of good master planning in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policies 1, 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework **(2023)**.'*

Condition 11 – Parameter Plans

*‘Notwithstanding the information within the maximum height parameter plan Dwg 433.SK.PP.001 Parameter Plan Rev **E**, Block J shall be designed so that the maximum height does not exceed **86m** (AOD) in more than one location or to one component/ building within this block and/ or exceed 71m (AOD) in **a further** two locations or to two component/ building within this block. The remaining parts of the block shall not extend above 65m AOD*

*REASON: To ensure the scale of the reserved matters submission is designed in accordance with the condition and maximum height set by the parameter plans, to reduce the visual impact of the development in views from the south, to ensure the outline elements have a sympathetic relationship with the retained Horlicks Factory, to reduce the level of overshadowing within the podium level courtyards, improve the levels of daylight and sunlight within the courtyard facing dwellings (within Block H) and ensure an improved transition height between the development and existing height levels within properties to the north of the site in accordance with Policies EN1 and EN17 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council’s Developer’s Guide Part 4 (2008) and the National Planning Policy Framework (**2023**).’*

20.0 **Section 106 Planning Obligations**

20.1 The planning obligations as set out in the Section 106 Agreement (23rd March 2020), as varied on 2nd February 2021, 13th August 2021, and 15th December 2023 will continue to apply. However, a legal agreement is required to secure the following financial contributions:

- *Education Contribution (£252,800) towards Early Years, Primary, Secondary, Post-16 and SEN within Slough.*
- *Open Space and Parks Contribution (£24,000) to be confirmed by parks team.*
- *Habitat Impacts Contributions (£45,600) towards works and associated long term maintenance of the natural habitat and access enhancements at Upton Court Park.*

The CIL Regulations Test (Regulation 122, Part 11 of the Community and Infrastructure Levy Regulations 2010) sets out the following:

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—

- (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.

It is considered by officers that these obligations will comply with the CIL Tests.

21.0 **Equalities Considerations**

21.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

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

21.3 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

22.0 **Planning Conclusion**

22.1 The application has been evaluated against the Development Plan and National Planning Policy Framework. The Local Planning Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver "sustainable development."

22.2 The assessment for the principal application (P/0094/039) that found the proposal complied with some of the relevant saved policies in the Local Plan and Core Strategy, however there were some conflicts with the development plan, namely the loss of designated employment land and the substantial height of the buildings in the centre of the site and the adverse townscape impacts to arise.

- 22.3 The proposed increase in height since (P/0094/039) and including this application are considered to continue to result in some harm to the local character of the Townscape Areas to the North, East and West of the Site, as a result of the height increase to Blocks J and H of the proposal. However, it is noted within the report, that the harm to these viewpoints would not result in a significant increase in the visual and townscape harm identified by officers within the previous hybrid application schemes.
- 22.4 The proposal would facilitate the increase in the number of units by 80 from the outline scheme. It is considered that this would make a positive contribution to the housing supply in the Borough to which significant positive weight is afforded. The scheme will continue to incorporate affordable housing viability review mechanism, which can allow the provision of affordable housing to be reviewed prior to occupation and completion of Block H. A contribution of £24,000 (£300 per unit as per the Developers Guide) towards future works/maintenance/improvements/play equipment towards Salt Hill Park (adjacent to the site) has also been agreed with the applicant as a result of the requirements of Section 6 of the Developers Contributions and Affordable Housing (Section 106) Developers Guide Part 2. This would help to enhance the recreational open space offerings within Slough. Financial contributions towards *Education Contributions (£252,800) towards Early Years, Primary, Secondary, Post-16 and SEN within Slough* have also been secured.
- 22.5 With respect to the heritage impacts, there would be some less than substantial harm to the setting of the listed buildings located in Baylis Park. However, it is noted within the report, that the harm to the setting of these Listed buildings would be at the lower end of the scale and would be significantly outweighed by the public benefits of the proposed development that are identified in this report in accordance with the NPPF and having regard to the statutory duty to give special regard to the preservation of the assets.
- 22.6 With respect to Habitat Impacts, whilst there is some harm identified SAC at Burnham Beeches, it is indicated that there is an absence of harm, financial mitigation have been secured via a Unilateral Agreement to mitigate against any harm and the use of Upton Court Park as part of this. As a result, neutral weight is attributed in the planning balance.
- 22.7 In regards to transport impacts, the proposals are afforded neutral weight as the development would provide sustainable levels of car parking (in an accessible location) alongside integral improvements to the local environment and local walking and cycling infrastructure and with in-built mitigation measures encouraging modal shift away from the use of the motor car. Physical mitigation would also be provided along Stoke Poges Lane, in order to prevent illegal car parking and harm to the safety of pedestrians and road users.
- 22.8 Weighing all of the factors into the planning balance and having regard to the NPPF as a whole, all relevant policies in the Core Strategy and Local Plan, it is recognised that the proposal would deliver a significant quantum of housing at a time when the Council cannot demonstrate a 5 year supply of housing including potential for further affordable housing, subject to future viability reviews. The proposal will continue to have the potential to deliver major wider environmental, community/social gains or economic benefits which could assist in the regeneration of the town centre and wider

area and this also weighs heavily in favour of the development. In applying paragraph 11 of the NPPF, it is considered that the adverse impacts listed in this report will not demonstrably outweigh the benefits of the proposals.

22.9 The modifications are not considered to be fundamental or substantial and are considered to be less substantial changes. As such the proposal falls within the scope of Section 73 of the Town and Country Planning Act 1990.

23.0 **PART C: RECCOMENDATION**

23.1 Delegate to Planning Group Manager for approval subject to:

a) For approval subject to:

1. The satisfactory completion of a Unilateral Undertaking (legal agreement) to secure policy compliant education, open space and parks and Burnham Beeches Special Area of Conversation contributions, which are required to mitigate the impacts of the development;
2. Finalising conditions and any other minor changes; OR

b) Refuse the application if the completion of the Unilateral Agreement is not finalised by 24th October 2024 unless a longer period is agreed by the Planning Manager, in consultation with the Chair of the Planning Committee.

23.0 **PART D: DRAFT CONDITIONS**

The following draft conditions are recommended:

1. Reserved Matters Approval

In respect of development blocks C, F, H, J and N, and their associated external areas, public realm and routes, approval of the details of the layout, scale, design, landscaping and external appearance (the reserved matters) shall be obtained in writing from the Local Planning Authority before the relevant development works (excluding any demolition) are commenced on the relevant block or associated external areas, public realm and/or routes. The development shall be completed in accordance with the approved details and retained thereafter.

REASON: To comply with the Town and Country Planning (Development Management Procedure) Order 2015 (as amended)

2. Time Limits

Development of Development Area 1 and associated external spaces, routes, public realm and accesses hereby permitted under the detailed application, shall be begun not later than 3 years from the date of this planning permission.

Application(s) for the approval of reserved matters in respect of Development Blocks C, F, H, J or N specified by condition 1, shall be made to the Local Planning Authority before expiration of 5 years from the date of this permission. Development shall be begun before the expiration of 2 years from the date of approval of the last reserved matters to be approved in respect of that development block to be approved pursuant to condition 1.

REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended). Extended time periods for which the planning permission can be implemented is given in light of the exceptional circumstances of the site and the scale of the development.

3. Outline Permission

The Development hereby permitted within Development Area 2 (The Outline Development Area) shall not be carried out except in substantial accordance with the following drawing and information; unless otherwise agreed in writing by the Local Planning Authority:

- 433.PL.001 Planning Statement
- 433.PL.003 Statement of Community Involvement
- 433.PL.004 Design and Access Statement
- 433.PL.006 Heritage Impact Assessment
- 433.PL.007 Townscape and Visual Impact Assessment
- 433.PL.008 Ecological Assessment
- 433.PL.009 Aboricultural Impact Assessment
- 433.PL.010 Transport Assessment
- 433.PL.011 Travel Plan
- 433.PL.012 Air Quality Assessment
- 433.PL.013 Noise and Vibration Assessment
- 433.PL.014 Ground Investigation Report
- 433.PL.015 Drainage and Flood Risk Assessment
- 433.PL.016 Foul Sewage and Utilities Assessment
- 433.PL.017 Archaeology Assessment Rev A
- 433.PL.018 Daylight / Sunlight Assessment
- 433.PL.019 Sustainability and Energy Statement
- 433.PL.020 Wind Microclimate Assessment
- 433.PL.021 Fire Strategy
- 433.PL.022 Ground Contamination Interpretative Report
- 433.PL.005 Design Code Rev C
- 433.PL.002 Viability Assessment
- HH4180238/DK/079 Transport Assessment Addendum 2
- 433.PL.005SUPPCODES Design Code
- 1620005443 Noise and Vibration Impact Assessment
- 1620005443-001/ENV/AQ01 Air Quality Assessment Rev C
- 433.PL.001 Proposed Demolition Plan
- 433.PL.PP.101 A Indicative Proposed Horizontal Limits of development plots
- 433.SK.PP.001 Parameter Plan Rev E
- 6213-SRA-SW-00-DR-A-00001 Site Location Plan P01
- 6213-SRA-SW-00-DR-A-00002 Application Boundary Plan P01
- 6213-SRA-SW-XX-DR-A-00031 (P02) Site Sections – Illustrative
- 6213-SRA-SW-XX-DR-A-00032 (P02) Site Sections – Illustrative
- 6213-SRA-SW-XX-DR-A-00033 (P02) Site Sections – Illustrative
- 433.P2.PL.DR.101 D Illustrative Landscape Masterplan
- BMD.18.025.DR.P003 Landscape Planting Framework Plan A

REASON: To ensure a satisfactory form of development and appearance and to comply with policies Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy

2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

4. Approved Plans (Detailed Component)

The development hereby approved within Development Area 1 (The Detailed Application Area) shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

The Horlicks Factory (Block M)

- 81806180-4401A Existing Basement Floor Plan
- 81806180-4402A Existing Basement Floor Plan
- 81806180-4403A Existing Ground Floor Plan
- 81806180-4404A Existing Ground Floor Plan
- 81806180-4405 Existing First Floor Plan
- 81806180-4406 Existing First Floor Plan
- 81806180-4407 Existing Second Floor Plan
- 81806180-4408 Existing Second Floor Plan
- 81806180-4409 Existing Third Floor Plan
- 81806180-4410 Existing Third Floor Plan
- 81806180-4501 Existing North Elevation
- 81806180-4502A Existing East Elevation
- 81806180-4503A Existing South Elevation
- 81806180-4504A Existing West Elevation
- 433.PL.M.100B Proposed Lower Ground Floor Plan
- 433.PL.M.101A Proposed Ground Floor Plan
- 433.PL.M.102 Proposed First Floor Plan
- 433.PL.M.103 Proposed Second Floor Plan
- 433.PL.M.104 Proposed Third Floor Plan
- 433.PL.M.105B Proposed Fourth Floor Plan
- 433.PL.M.106B Proposed Fifth Floor Plan
- 433.PL.M.107A Proposed Roof Plan
- 433.PL.M.200B Proposed Northern Elevation A-A
- 433.PL.M.201C Proposed Southern Elevation B-B
- 433.PL.M.202B Proposed Western Elevation C-C and Eastern Elevation D-D
- 433.PL.M.300A Proposed Section E-E & G-G
- 433.PL.M.301A Proposed Section F-F & H-H
- 433.PL.M.302A Proposed Section J-J & K-K
- 433.PL.M.303A Proposed Section L-L
- 433.PL.M.304A Proposed Section M-M

The Warehouse (Block A)

- 433.PL.WB.A.100 Ground Floor Plan
- 433.PL.WB.A.101 1st Floor Plan
- 433.PL.WB.A.102 2nd Floor Plan
- 433.PL.WB.A.103 3rd Floor Plan
- 433.PL.WB.A.104 4th Floor Plan
- 433.PL.WB.A.105 5th Floor Plan
- 433.PL.WB.A.106 Roof Plan
- 433.PL.WB.A.200 N&E Elevations 1 of 2
- 433.PL.WB.A.201 S&W Elevations 2 of 2
- 433.PL.WB.A.300 Sections

Artesian House (Block B)

- 6213 - SRA - B - ZZ - DR - A - 05 110 (P06) Building B - Ground Floor to Sixth Floor / Roof Plan

- 6213 - SRA - B - XX - DR - A - 05 211 (P04) Building B - Sections BB and BA
- 6213 - SRA - B - XX - DR - A - 05 212 (P03) Building B – South, East Elevations and Bay Study
- 6213 - SRA - B - XX - DR - A - 05 213 (P04) Building B – North, West Elevations and Bay Study

Aquifer House (Block K)

- 6213 - SRA - K - ZZ - DR - A - 05 130 (P03) Building K - Ground Floor to Second Floor Plan
- 6213 - SRA - K - ZZ - DR - A - 05 131 (P02) Building K -Third Floor to Fifth Floor Plan
- 6213 - SRA - K - ZZ - DR - A - 05 132 (P02) Building K - Sixth Floor to Eighth Floor
- 6213 - SRA - K - ZZ - DR - A - 05 133 (P03) Building K - Sixth Floor to Ninth Floor / Roof Plan
- 6213 - SRA - K - XX - DR - A - 05 231 (P04) Building K - Sections
- 6213 - SRA - K - XX - DR - A - 05 232 (P04) Building K - North, West Elevations and Bay Study
- 6213 - SRA - K - XX - DR - A - 05 233 (P04) Building K - South, East Elevations and Bay Study

Darjeeling House (Block L)

- 6213 - SRA - L - ZZ - DR - A - 05 120 (P04) Building L - Ground Floor to Second Floor Plan
- 6213 - SRA - L - ZZ - DR - A - 05 121 (P02) Building L - Third Floor to Fifth Floor Plan
- 6213 - SRA - L - ZZ - DR - A - 05 122 (P02) Building L - Sixth Floor to Seventh Floor / Roof Plan
- 6213 - SRA - L - XX - DR - A - 05 221 (P03) Building L - Sections
- 6213 - SRA - L - XX - DR - A - 05 222 (P04) Building L - East, North Elevations and Bay Study
- 6213 - SRA - L - XX - DR - A - 05 223 (P04) Building L - West, South Elevations and Bay Study

Engineering and Workshop Mews (Block Q)

- 433.PL.Q.100A Rev A, Proposed Floor Plans West - Ground Floor to Roof Plan (1 of 2)
- 433.PL.Q.101A Rev A, Proposed Floor Plans East - Ground Floor to Roof Plan (2 of 2)
- 433.PL.Q.250A Rev A, Elevations and Sections
- L.433.010.ISB Block Q Design and Access Statement

REASON: For the avoidance of doubt, 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 to comply Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policies 1, 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council’s Developer’s Guide Part 4 (2008) and the National Planning Policy Framework (2023).

5. Parameters Plans and Design Codes

All reserved matters applications shall include a statement to demonstrate how the reserved matters have been prepared in accordance with the following parameter plans and design codes; 433.PL.PP.101 Indicative Proposed

Horizontal Limits of Development Plots Rev A, 433.SK.PP.001 Parameter Plan Rev E and 433.PL.005 Design Code Rev C, or other versions of the design codes and parameter plans that are subsequently agreed in writing with the Local Planning Authority.

REASON: To ensure the development is designed and constructed in accordance with the design guidelines on which this decision is based and to be consistent with the principles of good master planning in accordance with Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policies 1, 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

6. Construction Phasing Plan

The development shall not commence (excluding any demolition) until a construction phasing plan for Development Area 1 has been submitted to and approved in writing by the Local Planning Authority. The development of Development Area 2 shall not commence (including any enabling works) until a construction phasing plan for Development Area 2 has been submitted to and approved in writing by the Local Planning Authority. The construction phasing plan shall include details of the construction phase and sub-phases and timeframes including any enabling works. The development shall be carried out in accordance with the phasing plan thereafter.

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2023).

Details have been discharged in respect of Phase 1 (P/00094/061 dated 08/02/2022).

Details have been discharged in respect of Phase 2 (P/00094/076 dated 31/03/2023).

7. Approved Land Uses

Notwithstanding the information in the approved plans and subject to the provisions within the relevant conditions set out in this planning permission, the following specified land uses are permitted within the specified floorspace:

Class A1 (Retail)

Class A2 (Financial and Professional Services)

Class A3 (Restaurant)

The maximum permitted floorspace for which the flexible uses are allowed comprises up to 121 sqm floorspace within the specified area on the ground floor within The Factory Building (Block M) and 118 sqm floorspace within the specified area on the ground floor in Aquifer House (Block K) in the detailed application and up to 160 sqm floorspace within The Maltings (Block N) within the outline component.

As set out in Class E, Part 3, schedule 2 of the General Permitted Development Order 2015 (as amended) or the provisions of the relevant Class/Part upon implementation, this permission benefits from a period during which changes of use of the above specified floorspace between uses A1, A2 and A3 as set

out in the description of development may take place without the need for further planning permissions. This flexibility is for a period of ten years from the date of the approval or first occupation, whichever is the later. Upon the expiry of 10 years, the use which is in operation, or most recent at the date of the expiry shall be the lawful authorised use of the floorspace within the relevant part of the development.

Reason: To ensure the uses are compatible with the adjoining land uses and to ensure that the amenity of occupiers residing in surrounding residential properties would be safeguarded in accordance with policies EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1, 5 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

8. Hours of Operation

(A) The Class A1, A2 and A3 uses hereby permitted shall operate only between 07:00 hours and 23:00 hours, on weekdays and on Saturdays and on 07:00 hours to 22:30 hours on Sundays and Bank Holidays.

(B) The Class D1 Nursery Use hereby permitted shall operate only between 07:00 hours and 21:00 hours, on weekdays and on Saturdays and on 10:00 hours to 18:00 hours on Sundays and Bank Holidays

Reason: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policy EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

9. Level 3 Historic Building Recording

Prior to commencement of any intrusive works to the retained Horlicks Factory Building (Block M), a Level 3 Historical Recording of the Horlicks Factory (internally and externally) shall be submitted to and approved in writing by the Local Planning Authority. The Historic Building Recording shall provide an analytical record comprising an introductory description followed by a systematic account of the building's origins, development and use. The record will include an account of the evidence on which the analysis has been based, allowing the validity of the record to be re-examined in detail. It will also include all drawn and photographic records that may be required to illustrate the building's appearance and structure and to support an historical analysis.

Reason: To ensure an appropriate recording of the factory is carried out in proportion to the significance of the historic interest of the non-designated heritage asset in accordance with Local Plan Policy EN17 and the NPPF (2023).

Details fully discharged on 08/02/2022 (Ref: P/00094/061).

10. Details and Samples of materials

Prior to the commencement of any above ground works on the detailed and outline blocks, details of the facing materials for that block, including paint colours, stonework, brickwork (including patterns of rustication) glazed facades, and aluminium framing; including the details of bond, colour, mortar

mix and mortar colour to be used on the relevant block on all external facades and roofs of the buildings, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works commencing on the relevant part of the development. No part of the relevant development block shall be used or occupied prior to the implementation of the approved details. The development of each block or relevant part thereof shall be carried out strictly in accordance with the approved details for the development block, or relevant part thereof.

REASON: To ensure a satisfactory external appearance of the development and to ensure the proposed materials and facades comprise sympathetic extensions to the locally listed factory to safeguard its historic and architectural significance in accordance with Policies EN1 and EN17 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

Details have been discharged for Blocks B, L, K, A, M and Q on 13/12/2021 (Ref: P/00094/057) and 08/02/2022 (Ref: P/00094/061)

11. Notwithstanding the information within the maximum height parameter plan Dwg 433.SK.PP.001 Parameter Plan Rev E, Block J shall be designed so that the maximum height does not exceed 86m (AOD) in more than one location or to one component/ building within this block and/ or exceed 71m (AOD) in a further two locations or to two component/ building within this block. The remaining parts of the block shall not extend above 65m AOD

REASON: To ensure the scale of the reserved matters submission is designed in accordance with the condition and maximum height set by the parameter plans, to reduce the visual impact of the development in views from the south, to ensure the outline elements have a sympathetic relationship with the retained Horlicks Factory, to reduce the level of overshadowing within the podium level courtyards, improve the levels of daylight and sunlight within the courtyard facing dwellings (within Block H) and ensure an improved transition height between the development and existing height levels within properties to the north of the site in accordance with Policies EN1 and EN17 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

12. Notwithstanding the information in the approved plans, details of the shop fronts in any block including signage zones located to the nursery, café, retail space and any other commercial within Development Area 1 shall be submitted for that block to and approved by the Local Planning Authority in writing. The details in connection with the relevant block shall be submitted to the Local Planning Authority in writing, prior to the commencement of any works above ground within the relevant development block and the works shall be carried out in accordance with the approved plans, prior to first occupation of the relevant development block.

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 Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

Details fully discharged on 08/02/2022 (Ref: P/00094/061).

13. Architectural details – Block M - Factory Building

Prior to the commencement of works on the external facades of the Factory (Block M) full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans, profiles and sections) of the following shall be submitted to and approved in writing by the Local Planning Authority:

- Typical windows, doorways and external entrance doors (including surroundings and reveals);
- Raised Parapet detailing;
- Aluminium structural frame of two storey roof extension and single storey café extension at ground level;
- Façade fenestration patterns and glazing details of two storey roof extension and single storey café extension at ground level;
- Atrium roof;
- Clock tower details of the clock face;
- Horlicks's Lettering and Font to the relocated signage on the roof level;
- Typical down pipes, and gutters;
- Edging details to flat roofs;
- Lift over-runs; and
- Balustrades and balconies.

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 Policies EN1 and EN17 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

Details fully discharged on 13/12/2021 (Ref: P/00094/059).

14. Architectural details – Outline Components

No development within any block within Development Area 2 shall commence above ground floor level until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans, profiles and sections, as appropriate) of the following have been submitted to and approved in writing by the Local Planning Authority relating to the relevant block:

- Typical windows, doorways and external entrance doors (including surroundings and reveals);
- Typical down pipes, and gutters;
- Edging details to flat roofs;
- Louvres;
- Shopfronts and fascia provisions;
- Lift over-runs;
- Balustrades and balconies

The development of the relevant block 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 Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

15. Boundary treatment, walls, fences and gates

Details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates for any development plot, building or phase, or relevant part thereof shall be submitted to and approved by the Local Planning Authority, prior to the construction of any part of the approved landscaping scheme within the relevant part of the site. The development within any development plot, building or phase shall not be occupied until the approved boundary treatment for that development plot, building or phase (of part thereof) has been implemented on site in accordance with the approved details. The proposed boundary treatment shall be permanently maintained thereafter in accordance with the approved details.

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 (2023).

Details have been discharged in respect to Phase 1 on 08/02/2022 (Ref: P/00094/061).

16. Landscaping Scheme

Details of the hard and soft landscaping scheme for each development plot, phase or relevant part thereof shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on any proposed external area within that relevant development plot, phase or part thereof. The soft landscaping scheme should include the specifications, type, density, position and planting heights and include provision for Bee friendly species, along with staking/guying, mulching, feeding, watering and soil quality, of any new trees and shrubs.

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 unless otherwise agreed in writing by the Local Planning Authority.

REASON In the interests of the visual amenity of the area, to ensure replacement trees are planted/replanted and to ensure a high quality public realm and open spaces in accordance with Policy EN3 of The Adopted Local

Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

Details have been discharged in respect to Phase 1 on 14/01/2022 (Ref: P/00094/060).

Resubmitted Details have been discharged in respect to Phase 1 on 12/06/2023 (Ref: P/00094/073).

17. External Surfaces

Prior to commencement of the relevant works on the relevant part of the development, details including detailed drawings in plan, of all paving and external hard surfaces shall be submitted to and approved in writing by the Local Planning Authority. The development within the relevant part of the site shall be carried out in accordance with the approved details prior to the occupation of that part of the development and shall be permanently retained and maintained 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 Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

Details have been discharged in respect to Phase 1 on 14/01/2022 (Ref: P/00094/060).

18. Street Furniture

Details including the locations of the benches, litter bins and way-finding signage shall be submitted to and approved in writing by the local planning authority, prior to occupation of the relevant block. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The benches, litter bins and signage as approved must be permanently retained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance Policies EN1 and 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 (2023).

Details have been discharged in respect to Phase 1 on 14/01/2022 (Ref: P/00094/060).

19. Tree Protection

Prior to the commencement of the development hereby approved (excluding demolition and preparatory work associated with the prior approvals ref: P/00094/038 (dated 25/06/2019) and P/00094/041 (dated 07/11/2019)), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural

method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

- Specific issues to be dealt with in the TPP and AMS:
 - A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
 - Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
 - Methodology and detailed assessment of root pruning
 - Arboricultural supervision and inspection by a suitably qualified tree specialist;
 - Reporting of inspection and supervision
- The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with policy EN3 of the Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990.

Details fully discharged on 08/02/2022 (Ref: P/00094/061).

20. Bird Hazard Management Plan

No development shall commence above ground floor level until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (See informative)
- Monitoring of any standing water within the site temporary or permanent

The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Details fully discharged on 08/02/2022 (Ref: P/00094/061).

21. Bat and Bird Boxes

Prior to occupation of any part of the development, and in accordance with the recommendations of the approved Bird Hazard Management Plan (condition 41), details of a scheme for Bird Bat and Boxes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail the location, design, size and material of the bat and bird boxes and elevations and plans shall be provided to identify the bat and bird boxes to the satisfaction of the Local Planning Authority. The development shall be carried out in accordance with the scheme prior to any occupation of the development and shall be permanently retained and maintained thereafter.

REASON: To safeguard habitats for birds and to deliver net gains in biodiversity in accordance with the National Planning Policy Framework (2023).

Details fully discharged on 08/02/2022 (Ref: P/00094/061).

22. Bin storage

Prior to first occupation of the development (within Development Area 1), a refuse management strategy ('the strategy') to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins for Development Area 1 shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

REASON: In the interests of visual amenity of the site and in the interests of highway safety and convenience in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

Details have been discharged in respect to Phase 1 on 14/01/2022 (Ref: P/00094/058).

23. Designing out crime

No dwelling shall be occupied within a phase or development block, or relevant part thereof until evidence has been submitted to and approved in writing by the Local Planning Authority to demonstrate how the applicant has used reasonable steps to incorporate measures to comply with Secured by Design Gold Award for the relevant phase or development block or part thereof, including details of any proposed CCTV equipment. The evidence shall be submitted and approved in writing by the Local Planning Authority, prior to first occupation of any part of the development. The development within the relevant phase or development block shall be carried out in accordance with the approved measures, 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 order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2023).

Details have been discharged in respect to Phase 1 on 13/12/2021 (Ref: P/00094/057).

24. Lighting Scheme

Details of a lighting scheme (to include the location, design of lighting features, the nature and levels of illumination in accordance with the approved measures under condition 23) shall be submitted to the local planning authority and approved in writing prior to commencement of the relevant works within a relevant phase of development, or development block to which the lighting scheme relates to, in accordance with the approved construction phasing plan

under Condition 6 of this planning permission. The lighting scheme within the relevant phase of development shall be implemented prior to first occupation of the relevant Block or phase of development and maintained in accordance with the details approved.

REASON: To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2023).

Details have been discharged in respect to Phase 1 on 13/12/2021 (Ref: P/00094/057) and 08/02/2022 (Ref: P/0094/061).

25. Management & Maintenance of Surface Water Drainage Scheme

Prior to commencement of development works (excluding demolition) within a phase or sub-phase of development, details of the Surface Water Drainage Plan and a Whole Life Management and Maintenance Scheme for the relevant phase or sub-phase of development for these measures shall be submitted to and approved in writing by the Local Planning Authority. The Surface Water Drainage Scheme shall be based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development 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

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). The surface water drainage strategy shall follow the drainage hierarchy for the outfall as per Building Regulations Part H requirement. The drainage scheme shall also provide sufficient level of treatment in accordance with the SuDS Manual.'

The Surface Water Drainage measures and Whole Life Management and Maintenance Scheme for each phase 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 (2023).

Details have been discharged in respect to Phase 1 on 08/02/2022 (Ref: P/0094/061).

26. Sustainable Development

The proposed energy efficiency and low carbon measures incorporated within the development shall be carried out in accordance with the Energy Statement

which calculates the reduction in annual CO2 emissions across the site of at least 26% over Building Regulations 2013 Part L (utilising SAP10.0 carbon factors) 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 (2023).

27. Energy Statement Compliance (Residential)

Within 3 months of final occupation of the residential dwellings within a Development block, or phase, evidence shall be submitted that the energy statement approved pursuant to Condition 26 above have been implemented in accordance with the approved details within the relevant development block or phase.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies CP8 and the National Planning Policy Framework (2023).

Details fully discharged on 14/09/2023 (ref: P/00094/083).

28. Energy Statement Compliance (Non-residential)

Within 3 months of final occupation of the non-residential units within a Development block, or phase, evidence shall be submitted that the energy statements approved pursuant to Condition 26 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 (2023).

29. Overheating

Prior to the construction of the two storey roof extension to Block M (The Factory Building), an overheating assessment shall be submitted to and approved in writing by the Local Planning Authority for the relevant part of the development. The overheating assessment shall assess the risks of overheating within the dwellings in the two storey part glazed roof extension that are located in positions which have exposure to solar radiation. The assessment shall also include where necessary, proposed mitigation measures including the need for air cooling or air conditioning systems. The proposed mitigation scheme within Block M shall be implemented in accordance with the approved details prior to occupation of the relevant part of the development.

REASON: To reduce the risk of overheating within the development to ensure the proposed residential accommodation will be constructed to a good standard in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

Details fully discharged on 13/12/2021 (ref: P/00094/057).

30. Wind Microclimate Measures

Prior to commencement of works above ground level within Development Area 2, details of micro climate mitigation measures necessary to provide an appropriate wind environment throughout and surrounding the development shall be submitted to and approved in writing by the Council. Approved details shall be implemented prior to first occupation of the relevant outline blocks, and permanently retained thereafter.

REASON: To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with the NPPF (2023).

31. Construction Management Scheme

No development (excluding demolition associated with the prior approvals ref: P/00094/038 (dated 25/06/2019) and P/00094/041 (dated 07/11/2019)) shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period, non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance and that all heating systems (when the development is operational) shall meet the emission standards laid out in table 7 of the LES guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality in accordance with policies 7 and 8 of the Core Strategy 2008 and the National Planning Policy Framework (2023).

Details fully discharged on 08/02/2022 (ref: P/00094/061).

32. Construction Plan

No development (excluding any demolition and site preparation works associated with the prior approvals ref: P/00094/038 (dated 25/06/2019) and P/00094/041 (dated 07/11/2019)) shall begin until a Working Method Statement to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise;
- (ii) A construction noise assessment and modelling, to determine suitable mitigation measures and works programming to minimise impacts to the nearest sensitive receptors, once detailed information is available regarding construction methodologies, programme and plant are available. This will include modelling and assessment on the suitability of the proposed 2.4m barrier. control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings

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

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2023).

Details fully discharged on 08/02/2022 (ref: P/00094/061).

33. Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy

Within 3 months of all demolition works finishing a Quantitative Risk Assessment (QRA) shall be prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) 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.

Details fully discharged on 08/02/2022 (ref: P/00094/061).

34. Remediation Validation

No development within or adjacent to any area(s) subject to remediation works within a phase or development block, or relevant part thereof carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted for that phase or development block, or relevant part thereof to the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

Wording of condition amended on 7th February 2022 (Ref: P/00094/064)

Approved for Block M on 29/06/2023 (ref: P/00094/081)

Approved for Block A1 and A2 on 15/11/2022 (ref: P/00094/075)

Approved for Block A3 and A4 on 24/05/2023 (ref: P/00094/080)

Approved for Block B and K1 on 16/11/2022 (ref: P/00094/074)

Approved for Block L1 and L2 on 23/08/2022 (ref: P/00094/066)

35. Piling

No piling shall take place within any phase of development, until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for that phase has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent any potential to impact on local underground water and sewerage utility infrastructure ensure that any ground and water contamination is identified and adequately assessed, to safeguard the environment and to ensure that the development is suitable for the proposed use in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2023).

Approved for Blocks B, L, K and A on 08/02/2022 (Ref: P/00094/061).

Approved for Blocks C, F, H, J and N on 03/04/2023 (ref: P/00094/078).

36. Foul drainage

Development works shall not commence within any phase or development block until a drainage strategy detailing any on and/or off site foul drainage works (within the relevant phase or development block), has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. The detailed drainage strategy shall be in accordance with the approved 433.PL.015 Drainage and Flood Risk Assessment. No discharge of foul water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed, for the relevant part of the development.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2023).

Details discharged for Phase 1 on 08/02/2022 (Ref: P/00094/061)

37. Impact Studies

Prior to commencement of development details of Impact Studies which identifies the existing water supply infrastructure in order to determine the magnitude of any new additional capacity required in the system and the location of a suitable connection point shall be submitted to and approved in writing by the Local Planning Authority.

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 (2023).

Details fully discharged on 08/02/2022 (Ref: P/00094/061)

38. Treatment of Water from Aquifer/Borehole within Development
Prior to the commencement of works on the approved landscaping scheme within the detailed component, or relevant part thereof, or upon the part of the site which accommodates the existing Artesian Well Borehole, details of the method for abstraction of water from the borehole including how and where the water will be distributed within the landscape scheme and integral system of rills and water features before being redirected to the Salt Hill Stream shall be submitted to the local planning authority for approval, only where the proposals seek to abstract any water. The details shall seek to achieve no loss of volume or quality of discharge to the stream compared to the current levels. The proposed development shall be carried out in accordance with the approved details and shall be permanently retained and maintained thereafter for the duration of the development.

REASON: To ensure the use of natural water is optimised within the development and to avoid adverse environmental impact upon the Salt Hill Stream in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2023).

Details fully discharged on 15/09/2022 (Ref:P/00094/071).

39. Wheelchair User Dwellings and Adaptable Dwellings
A minimum of 16 (5%) of the total no. of affordable units within the development shall be provided as Wheelchair Adaptable Homes and shall be provided to Building Regulation requirement M4 (3) as Wheelchair User Dwellings. The detailed plans of these dwellings shall be submitted to and approved in writing by the local planning authority prior to commencement of works within the relevant development block. The Wheelchair Adaptable Homes shall be shown on the submitted plans and shall be implemented in accordance with the approved plans.

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 (2023).

40. Details of Car Parking
The residential car parking provision for the development shall not exceed 441 car parking spaces or as spaces per residential unit ratio of 0.34 on the whole site, excluding the 16 rapid charger and car club spaces. The resident spaces shall include 10% active Electrical Charging Points and 90% passive provision for future Electrical Charging Provisions. 5% of all spaces shall be designed to wheelchair accessible standards and a minimum of 5% of the parking will be allocated to the 1-2 bed Affordable Housing dwellings and one parking space will be allocated to each 3 bed Affordable Housing dwelling, all to be provided on site, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To reduce the level of car-based traffic within the surrounding road network and encourage alternative sustainable modes of travel in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2023).

41. Details of Cycle parking

The cycle parking racks and storage facilities within the detailed parts of the development shall be provided in accordance with the approved plans.

The cycle facilities shall be implemented prior to the occupation of the relevant part of the development and shall be retained thereafter 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 Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

42. Internal loading

There shall be no occupation within the relevant part of the development until the details of the internal loading and turning provisions for delivery and refuse vehicles for the relevant part of the development have been submitted to and approved in writing by the Local Planning Authority. The unloading and loading facilities shall be provided in accordance with approved plans and retained thereafter.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, 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 National Planning Policy Framework (2023).

Details approved for Phase 1 on 14/01/2022 (Ref: P/00094/058).

43. Delivery and Servicing Plan

Prior to first occupation of any residential or commercial use within each Development block, phase or relevant part thereof, a site servicing strategy or Delivery and Servicing Plan(DSP) for the relevant phase or block, including vehicle tracking, for the relevant Development Plot shall be submitted to and approved in writing by the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant phase or block. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant part of the site.

Reason: In order to ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy T3 of The Adopted Local Plan for Slough 2004,

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 National Planning Policy Framework (2023).

Details approved for Phase 1 on 22/03/2022 (Ref: P/00094/065).

44. Car Parking Permit Restrictions

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

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the level of on-street car parking stress in the area, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2023).

45. Car Park Permit Restriction Scheme

The development hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to ensure that all occupiers of the residential units as labelled on approved plans listed in condition 2 other than those with disabilities who are registered blue badge holders, have no entitlement to parking permits from the Council and to ensure that occupiers are informed, prior to occupation, of such restriction. The development shall not be occupied otherwise than in accordance with the approved scheme.

Reason: In order that the prospective occupiers of the new residential units are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the level of on-street car parking stress in the area, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2023).

Details fully discharged 14/01/2022 (Ref: P/00094/058).

46. Details of Pedestrian Ramp

The detailed design of the pedestrian ramp at the south western entrance to the site at Stoke Poges Lane shall be submitted to the local planning authority for approval prior to construction on this part of the development, in accordance with the approved construction phasing plan. The details shall include the gradient, surface materials and run-off features. The ramp and associated landscape and boundary treatment shall be implemented in accordance with the approved plans prior to first occupation of the Block M, or otherwise agreed in writing, and shall be permanently maintained and retained thereafter.

REASON: To ensure that the proposed development provide safe pedestrian access for all users in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, 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 National Planning Policy Framework (2023).

Details fully discharged 14/02/2022 (Ref: P/00094/060).

47. Vehicular Accesses

Notwithstanding the details in the approved plan BMD.18.025.DR.P001 Illustrative Landscape Masterplan A, detailed plans, tracking analysis and sections of the vehicular access junctions from Stoke Poges Lane, Ploughlees Lane and Stoke Gardens to the development shall be submitted to and approved in writing prior to commencement of development within the relevant part of the Development. The junctions shall be designed to ensure 11.2m long rigid refuse/HGVs can safely manoeuvre in order that safe access/egress is secured. The proposed vehicle accesses shall be implemented in accordance with approved plans prior to first occupation within the relevant blocks, unless otherwise agreed in writing and shall be permanently maintained thereafter.

The relevant parts of the development and the recommended triggers for the submission of details and completion of works are set out in informative 17 which should be read alongside Schedules 5, 6 and 9 of the S106 Agreement.

REASON: To ensure safe access/egress is provided (for all vehicles, including refuse vehicles and fire engines) and that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, 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 National Planning Policy Framework (2023).

Details fully discharged on 08/02/2022 (Ref: P/00094/061).

48. Odour Abatement System

Prior to commencement of the relevant works on the relevant Development Block, details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system for that block shall be submitted to and approved in writing by the Local Planning Authority, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to occupation of the relevant development Block or part thereof and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that nearby premises are not unduly affected by odour and disturbance in the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2023).

49. Ventilation Performance of Windows in Blocks A and M

Prior to the first occupation on the relevant part of Development Blocks A and M, whereby exceedances of the 45 dB LAFmax threshold are recorded within the Noise Assessment, details of the mitigation measures (e.g. mechanical ventilation or NOx filters) to be installed within the residential component of the relevant block or phase shall be submitted to the local planning authority in

writing, for approval. The details shall increase the ventilation acoustic performance specification to 44 dB Dnew and include the method by which clean air will be supplied to residential areas which at least meets national air quality objectives. Ventilation extracts must be positioned a suitable distance away from ventilation intakes, balconies, roof gardens, terraces and receptors to reduce exposure of occupants to acceptable levels. The measures will be implemented in accordance with the approved plans prior to first occupation of the relevant development blocks and retained until no longer required to supply clean air. The maintenance of the system implemented shall be undertaken regularly in accordance with the manufacturer specifications and shall be the responsibility of the primary owner of the relevant building.

Reason: To ensure that the residential buildings have access to satisfactory air quality levels and are not unduly affected by odour and disturbance in accordance with policy EN1 of the Local Plan and the NPPF (2013).

50. Shopfronts

The window glass of any shopfront hereby approved shall be clear and shall not be mirrored, tinted or otherwise obscured and shall be permanently retained as such.

REASON: To ensure a satisfactory external appearance and to prevent harm to the street scene, 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 National Planning Policy Framework (2023).

51. Removal of PD Rights.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification) no development within any of the approved three storey dwellinghouses relating to Class A of Part 1 Schedule 2 shall be undertaken without the prior written approval of the Local Planning Authority.

Reason: To ensure and maintain a satisfactory external appearance of the dwellinghouses and to prevent harm to the street scene, in accordance with Policies EN1 and EN2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework (2023).

52. No Telecommunications Equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without written approval from the Local Planning Authority.

Reason: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2023).

53. 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, or extraction equipment, not shown on the approved drawings, unless given express planning permission from the Local Planning Authority.

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 (2023).

54. Fire Safety

The development shall be implemented in accordance with the design guidance and measures set out in the Fire Strategy by Harris TPS (dated June 2019), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the Development contributes to the minimisation of potential fire risk in accordance with National Planning Policy Framework (2023).

55. Temporary Pedestrian and Cycle Routes

There shall be no occupation within any development block or plot, unless and until a detailed plan for the relevant development block or plot has been submitted to and approved in writing by the Local Planning Authority which identifies the temporary or interim pedestrian cycle route(s) between the relevant development block or plot and Stoke Poges Lane, Ploughlees Lane and Stoke Gardens which would provide access/egress for the residents within that relevant development block or plot. The temporary pedestrian and cycle route shall be fully implemented and completed in accordance with the approved plans prior to first occupation of the relevant block or plot and shall be maintained until the permanent pedestrian route identified in the approved plans identified in conditions 3 and 4 has been completed. The details in connection with the temporary pedestrian and cycle route provisions shall be required in regards to each development block or plot, until the completion of the permanent pedestrian and cycle route, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure safe pedestrian and cycle access/egress is provided for residents in the development, whilst construction on adjoining phases of development takes place, and to ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, 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 National Planning Policy Framework (2023).

Details fully approved on 29/11/202 (ref: P/00094/086).

56. Burnham Beeches Community Engagement Strategy

Prior to first occupation of the development, details of the Burnham Beeches Special Area for Conservation (SAC) Education and Community Engagement Works Strategy shall be submitted to the Local Planning Authority for approval.

The Strategy shall include details to improve awareness of the SAC and its sensitivities to residents of the proposed development and shall include the following details:

- Provision of information in the form of leaflets or electronic flyers (within the sales particulars) for every new dwelling and maintenance of a dedicated webpage identifying alternative sites to the Burnham Beeches SAC for informal recreation activities such as dog walking, picnicking, jogging etc.
- Information and advice for visitors of the SAC to ensure its responsible enjoyment such as following designated walking/ cycling routes, picking up dog mess (and encouraging dogs to toilet before entering the SAC), not climbing trees, lighting fires; and;
- Promotion of Strategic Access Management and Maintenance (SAMM) activities.
- Advertising of volunteer opportunities.

No occupation is permitted until the Strategy has been approved by the Local Authority in respect of the first residential block. The development shall be carried out in accordance with the approved strategy for the duration of its use.

Reason: To mitigate the impacts of increased visitor pressure on the Burnham Beeches Special Area of Conservation (SAC) and Site of Special Scientific Importance (SSSI) in accordance with the Policy EN22 of the Local Plan (2004), and guidance set out in the National Planning Policy Framework (2019) and the EC Habitats Directive 1992 and Wild Birds Directive 2009 as set out in Conservation of Habitats and Species Regulations 2017 (as amended).

Details fully discharged on 08/02/2022 (Ref: P/00094/062).

INFORMATIVE(S):

1. In accordance with paragraphs 38 and 39 of the National Planning Policy Framework (2019), Slough Borough Council takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. Slough Borough Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the applicant entered into a Planning Performance Agreement with the Local Planning Authority and was informed of the issues arising from the proposal and given the opportunity to submit amendments or provide additional information in order to address those issues prior to determination. The applicant responded by submitting revised plans and additional technical information which was considered to be acceptable.

2. This notice DOES NOT convey any consent that you may require for Building Regulations. If you are unsure whether you need Building Regulations approval and before you start any work please contact Building Control Services independently on (01753) 875810 to check whether they require an application.

3. The applicant is advised that the decision notice should be read alongside a s106 Legal Agreement which contains Planning Obligations entered into in connection with the planning permission.

4. The applicant is advised that an application for advertisement consent is required for any signage, adverts or shopfront fascia displays.

5. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

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

7. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

8. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

9. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

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

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

12. During the construction phase of the development hereby permitted the developer is asked to ensure contractors are engaged without reliance upon working unusual hours on site nor reliance upon unusual practices that are likely to cause a nuisance to nearby residents or road users. In general no work should be carried out on the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays. Car parking for construction workers and space for deliveries should be within the application site.

13. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

14. With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a

suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

15. With regard to water supply it is the responsibility of the developer to ensure that there would be sufficient capacity for the future residents of the development. Prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

16. Glossary of Terms

In respect of the planning conditions, the following terms and expressions shall have the following respective meanings unless otherwise stated:

'Development Area' means each of the two separate areas which comprise the application site referred to as Development Area 1 and Development Area 2;

'Development Area 1' means the land shown shaded and defined as Detailed Application Area on the approved plan having reference number 6213-SRA-SW-00-DR-A-00002 Application Boundary Plan P01

'Development Area 2' means all remaining land not shown shaded but within the site boundary on the approved plan having reference number: 6213-SRA-SW-00-DR-A-00002 Application Boundary Plan P01.

'Block' means each of the eleven separate development blocks comprised in the development referred to as 'Block A – The Warehouse', 'Block B – Artesian House', 'Block C – Horlicks Terrace', 'Block F- Barley Mews', 'Block H – William Horlick House', 'Block J – James Horlick House', 'Block K – Aquifer House', 'Block L – Darjeeling House', 'Block M – The Horlicks Factory', 'Block N – The Maltings' and 'Block Q - Engineering and Workshop Mews' and as shown on the approved plans referenced in conditions 3 and 4 or such smaller/larger area of any such development block as may be agreed by the local planning authority;

'Reserved Matters' means the following matters required to be submitted for subsequent approval by the local planning authority pursuant to condition 1 in relation to each Development Area, where relevant;

- (1) Scale
- (2) Layout
- (3) Appearance
- (4) Means of Access
- (5) Landscaping

'Site' means the land that is the subject of this planning permission as shown edged red on the approved plans having reference number 6213-SRA-SW-00-DR-A-00001 Site Location Plan P01

17. The detailed design of the junctions and vehicular accesses (adjacent to and adjoining the site) shall be submitted to the local planning authority in accordance with condition 47 and the below trigger points:

1. Details of Interim Ploughlees Lane/Stoke Poges Lane Access (which forms a part of the temporary vehicular access) to be submitted, approved and implemented under the Parking Management Plan in accordance with the Schedules 5 and 6 of the Section 106 Agreement;

2. Details of Permanent Stoke Gardens Access to be submitted and approved within 12 months of commencement of development, as agreed by the Local Highways Authority. The Permanent Stoke Gardens Access shall be implemented no later than the date that 80% of the (completed) market units within the development are occupied, in accordance with Schedules 6 and 9 of the S106 Agreement;

3. Details of Permanent Stoke Poges Lane (Memorial Square) access and Ploughlees Lane/Stoke Poges Lane to be submitted and approved within 12 months of commencement of development, as agreed by the Local Highways Authority. The Permanent Accesses and Junctions shall be implemented prior to first occupation of the Block A in accordance with Schedules 6 and 9 of the S106 Agreement.

18. The delivery and trigger of the Ramp subject to condition 46 are subject to the applicant acquiring the unregistered land that forms a fundamental part of this proposed access. Where this Ramp cannot be achieved, evidence of this shall be submitted to the local planning authority in the application to discharge the condition.

19. The planning obligations as set out in the section 106 Agreement (23rd March 2020), as varied on 2nd February 2021, 13th August 2021 and 15th December 2023 will continue to apply to the permission.