

Registration Date:	10-Apr-2025	Application No:	P/04290/010
Officer:	Alex Harrison	Ward:	Slough Central
Applicant:	Paul Berger, Slough Propinvest Ltd.	Application Type:	Major
		13 Week Date:	10 July 2025
Agent:	Gimy Getahun, GA&A Design	GA&A Design, Suite 1, First Floor, Aquasulis, 10-14 Bath Road, Slough, SL1 3SA	
Location:	Automotive House, Grays Place, Slough, SL2 5AF		
Proposal:	Demolition of the existing building and erection of a part 5, 6 and 7 storey building to accommodate 43 no. units with associated bin, bike store, plant room, communal, private amenity area and 2 no disabled parking bays.		

Recommendation: Delegate to the Planning Manager Approval



1.0 SUMMARY OF RECOMMENDATION

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

For approval subject to:

- i. The satisfactory completion of a legal agreement (Section 106 Agreement) to secure financial contributions for education, mitigation for impacts on Burnham Beeches Special Area of Conservation, travel plan and Section 278 Highways agreement along with a late stage viability review mechanism.
- ii. Finalising conditions and any other minor changes.

OR

Refuse the application if the completion legal agreement has not been satisfactorily completed by 30th April 2026 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

1.2 The proposals comprise a major planning application; therefore the development is required to be determined by Slough Borough Council Planning Committee.

PART A: BACKGROUND

2.0 Proposal

2.1 The proposed development would require the demolition of the existing three-story office building and its replacement with a part-5, part-6 and part-7 storey building. The rise in levels would be from east to west with the highest element adjacent to the Grays Place/Stanley Cottages frontage to the south and west.

2.2 Access would be from the western end of the building, where a main lobby would be located in the north-western part of the ground floor. The ground floor accommodate an entrance foyer, bin store cycle store, plant room, 'residential lounge' and 3no flats.

2.3 All apartments would have either a terrace or balcony with access also to indoor and outdoor communal amenity areas. Communal amenity space would amount to a ground level garden in residential lounge (internal floor area of 40.5sqm) on the eastern side of the building.

- 2.4 The development would be largely car-free, however two car parking spaces would be provided at the eastern end of the building. A loading bay for delivery vehicles would be provided adjacent to the Grays Place frontage in a newly formed bay.
- 2.5 The plans have been amended over the course of the application to address Officer concerns in respect of the ground floor layout and elevation treatment of the proposal.
- 2.6 The application was submitted with the following documents:
 - Planning Statement
 - Design and Access Statement
 - Flood Risk Assessment
 - Fire Statement
 - Daylight/Sunlight Assessment
 - Energy Statement
 - Transport Technical Note
 - Noise Assessment
 - Landscape Plan
 - HRA Assessment
 - Heritage Impact Assessment
 - Townscape Assessment
 - Preliminary Risk Assessment
 - Financial Viability Assessment

3.0 Application Site

- 3.1 The site consists of a three storey office building located adjacent to the corner of Stanley Cottages, which forms the southern road frontage, and Grays Place which provides the western frontage. The building is set back from both street frontage, with car parking on these two sides of the building. The existing building received prior approval for the change of use from B1 offices to C3 residential (see planning history below) in 2019.
- 3.2 The site is within the Slough town centre designation as shown in the Local 2010 Proposals Map, and within the Site Allocation SKL3 in the Council's Site Allocations DPD.

3.3 Directly to the north there is an open area of car parking that serves the flats to the east and recently constructed flatted developments on the north side of Grays Place, approximately 28 – 30m from the application site. These buildings are three and four storeys with additional levels of accommodation within their gabled and crown roofs. To the west and on the opposite side of Grays Place, Abbey House at 18-24 Stoke Road is a recent office to residential prior approval development that will provide 47 flats in a five-storey building that addresses the Stoke Road frontage. A recent application on land to the rear of this site for a four-storey apartment was refused and is now the subject of a current appeal (application ref. P/06271/021). To the south, Stanley Cottages separates the site from the bus depot. To the east there are residential flats that rise from five stories on the side facing the site to ten stories further from the application site.

4.0 Relevant Site History

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

Application No.	Description of development	Decision
F/04290/007	Prior approval for the change of use from B1 (offices) to C3 (residential) to create 13no. 1 bedroom, 2no two bedroom and 4no. studio flats (19 units)	Prior approval required and granted, 25/10/2019
P/04290/008	Demolition of existing building and construction of 61 residential apartments, basement car and cycle parking, bin storage area, and ancillary development.	Refused, 21/04/2021
P/04290/009	Demolition of existing building and construction of 51 residential apartments, laying out of landscaping, car and cycle parking and ancillary development.	Refused 11/08/2022 Appeal Dismissed 28/07/2023

4.2 The most recently determined application (P/04290/009) was refused at committee on the following grounds:

1. While the surrounding area includes higher buildings directly to the east of the site, more recent high quality development is of a lower-rise typology which provides a coherent character to the area between Stoke Road and the higher rise development to the east. The height, bulk, massing and high site coverage of the building would introduce a visually discordant element into the lower-rise streetscape of the western part of Grays Place and its surroundings. As such, the proposal is not in accordance with Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006 – 2026, saved policies EN1 and EN3 of the Slough Local Plan 2004 and paragraphs 126, 130, 132 and 134 of the National Planning Policy Framework 2021.
2. The application site is within an area designated as Site no. SKL3 in the Council's Site Allocations DPD, where piecemeal development has occurred over the majority of the land included within this site allocation. Any acceptable development at the application site that is not co-ordinated with the development of the bus depot to the south must extend the footpath around the site's two street frontages, to ensure that the pedestrian requirements of both sites can be provided. As such, the application is contrary to Site Allocations Policy SKL3 in the Site Allocations DPD (November 2010) and to paragraphs 126, 132 and 134 of the National Planning Policy Framework 2021.
3. The proposal would result in an overbearing relationship with adjacent flats to the east, due to the proximity of the buildings, the greater bulk proposed at the application site than the building that it replaces, and the inadequate separation distance from neighbouring habitable rooms to the east-facing wall of the building. Although impacts on daylight and sunlight would be limited to a small number of flats, mainly to the north, this also counts against the neighbourliness of the application, and as such, the application is contrary to Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006 – 2026, saved Policy EN1 of the Slough Local Plan 2004 and to paragraphs 126, 130, 132 and 134 of the National Planning Policy Framework 2021.
4. The proposed access is at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. Security concerns raised by the Thames Valley Policy Crime Prevention Design advisor also remain to be resolved. As such, the development is contrary to Slough Borough Council's Core Strategy 2006-2026 Policies 7 and 12 and to paragraphs 92, 110 and 112 of the National Planning Policy Framework 2021.
5. In the absence of a Wind Environment study, the application has not demonstrated that the wind environment around the building

will be acceptable for pedestrian and cyclist use, contrary to Policy 8 of the Slough Local Development Framework Core Strategy 2006 - 2026 and to paragraph 130 of the National Planning Policy Framework 2021.

6. The proposal would, if acceptable in other respects, be required to provide for necessary infrastructure including education, green infrastructure to mitigate the impacts of additional residents on Burnham Beeches SAC by way of appropriate financial contributions, funding for a traffic regulation order proposal, and to secure a late stage financial viability review in respect to on-site and / or off-site affordable housing contributions, all of which would need to be secured by the completion of a section 106 agreement. No such agreement has been completed, contrary to Policies 4, 9 and 10 of the Slough Local Development Framework Core Strategy 2006 - 2026, Slough Borough Council's "Developers Guide Part 2 Developer Contributions and Affordable Housing (Section 106)" and to paragraphs 180 - 182 of the National Planning Policy Framework 2021.

4.3 The applicant appealed the decision (P/04290/009) to the planning Inspectorate which was determined via a hearing. The Inspector's decision is a material consideration for this application.

4.4 In summary, the Inspector determined that the scale of the previously proposed development, rising to 8 storeys, had numerous harmful visual impacts, notably when viewed in the context of Greys Place to the north and within the context of Abbey House to the west.

4.5 The Inspector also found harm to the amenity of residents at Intercity House to the east of the site. The harm was caused from outlook from flats onto the eastern flank of the proposal which affected their living conditions.

4.6 Significantly, the Inspector did not uphold the Council's refusal reasons relating to vehicles access and safe access for pedestrians, concluding that there would be no harm to the highway and safety can be secured through condition. Car parking was also not considered to be an issue during the appeal. The Inspector also determined that the viability issues with the site were such that a review mechanism was not appropriate in this instance (this matter is discussed in Section 21 of the report).

4.7 In applying the planning balance, the Inspector concluded that the harm to the character and appearance of the area and neighbouring amenity was not outweighed by any benefits the development would bring.

5.0 Neighbour consultations

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 06/05/2025. The application was advertised in the 09/05/2025 edition of The Slough Express.

5.2 No comments have been received.

6.0 **Consultations**

6.1 Natural England

This application is supported by a HRA (March 2025). Although Natural England are broadly supportive of the direction of the HRA, we are not in a position to agree with the conclusions as yet. The Strategic Access Management and Monitoring Scheme (SAMMS) is the adopted mitigation strategy for development coming forward within Buckinghamshire Council (formally Chiltern and South Bucks Councils).

However, Upton Court Park Suitable Alternative Natural Greenspace (SANG) could function as the mitigation for this development with contributions made towards its improvement, should the SANG have sufficient capacity remaining.

Contributions towards the mitigation strategy for Slough Borough Council will be required to avoid adverse impacts at the SAC. Following confirmation that sufficient SANG capacity remains and agreement with the LPA, we will be happy to remove this objection.

Officers advised Natural England that capacity exists and that mitigation can be secured.

6.2 Thames Water

Waste Comments:

Waste Comments: The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission:

“No piling shall take place 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) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe 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 and piling layout plan.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly

impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes:

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Please ensure to apply to determine if a build over agreement will be granted.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167, 168 & 169 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design>

The planning application proposal sets out that FOUL WATER will NOT be discharged to the public network and as such Thames Water has no objection. Should the applicant subsequently seek a connection to discharge Foul Waters to the public network in the future, we would consider this to be a material change to the application details, which would require an amendment to the application and we would need to review our position.

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

Water Comments:

Water Comments: If you are planning on using mains water for construction purposes, it's important you let Thames Water know before

you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

6.3 Berkshire Archaeology

Raised no objections - do not believe there is any need for archaeological mitigation. Previous developments on this site are likely to have severely impacted the possibility for archaeology to remain.

6.4 Crime Prevention Design Advisor, Thames Valley Police

The proposed amendments are a general improvement on the originally submitted scheme. However, there are still a number of issues which the proposed revisions have not addressed and information requested which does not appear to have been provided. I therefore must maintain my Holding Objection until information is submitted to address my outstanding concerns. I outline my further comments below under the same headings as my initial response:

- Communal Garden Space: Gates and fencing are now proposed. However the positioning of the fencing is questioned. It would appear to make more sense for gates to be in front of the entrance lobby to the building (in line with back of parking spaces). The gates should be lockable with automatic closers and the access controls (including any emergency egress arrangements) should be confirmed. In any case, the issue of compartmentation for ground floor units remain as access would still be provided for all residents from the ground floor corridor.

- Residential Lounge: It is now proposed to have an internal lobbied access. This will increase the likelihood of its use but will result in compartmentation issues for the ground floor apartments as noted above. This issue is a result of the lounge's location, as noted in my initial comments, and has not been addressed. Information on how the residential lounge is intended to function and how it will be managed will assist in understanding potential impacts on ground floor residents.
- Boundary Treatment: The boundary treatment proposed is noted. However, as noted in relation to the gates to the Communal Garden, the gates are not located in the most appropriate locations to aid security. Subject to emergency egress requirements, gates should be located as close to the front of the building line as possible, so they have the potential to be overlooked and do not provide recesses around the building which can aid crime, inappropriate loitering and anti-social behaviour. Gates will need to be lockable with automatic closers and access controls (including emergency egress arrangements) should be confirmed. Defensive hedging around ground floor balconies is noted and will make the ground floor units more secure. However, as mentioned in my previous comments, it is considered that the ground floor units would benefit from their own external front doors which can be to an appropriate security specification and not result in issue of compartmentation highlighted above and in my original comments.
- Access and Security: I cannot see that any additional information has been provided as per my request for an Access and Security Strategy. With the changes to the layout, it is now less clear how secure access is proposed to be provided, as the reception desk has been removed from the main entrance and the CCTV room has also been removed. Secure access into the entrance foyer needs to be provided. The bin store should be accessible from within the building.

The information should be provided with the application so it can be demonstrated that security has been appropriately considered and to avoid the need for any amendments at a later date to address any security issues which the Access and Security Strategy may highlight.

Officer Note: See para 18.0 for consideration and assessment.

6.5 Health and Safety Executive (HSE)

Following a review of the information provided with the consultation, HSE has the following concern.

Drawings show that the ground floor access route into the firefighting shaft is via the main entrance and a 40m² entrance foyer, and that the route is not lobbied from ancillary accommodation.

Access to a firefighting shaft at access level should be available either directly from the open air, or by way of a protected corridor which should not be a circulation space and should be lobbied from the rest of the building.

Design changes necessary to reconfigure this area of the building to provide a suitable access route will affect land use planning considerations such as the layout and appearance of the development.

6.6 Transport and Highways Development

No comments received. Any comments received will be reported on the Amendment Sheet.

6.7 Environmental Quality

No comments received the comments received on the previous application are relayed below and any further comments will be reported on the amendment sheet:

Air Quality

In line with the Low Emission Strategy (2018-2025), this development will not contribute to air quality issues due to the reduction in car parking spaces, nor is it in an area with high exposure levels. As such, this is classed as a minor impact development and the following mitigation is required:

- A suitable electric vehicle charging point, in line with table 7 of the Low Emission Strategy Technical Guidance and specified within the Low Emission Programme, shall be provided for 10% of the parking spaces.*
- A Construction Environmental Management Plan must be produced and submitted to the Local Planning Authority for approval. It must include details of dust and noise mitigation, and clearly outline measures for the demolition phase and construction phase.*
- Any gas fired heating plant should meet the minimum emission standards in table 7*
- All construction vehicles shall meet a minimum Euro VI Emission Standard*
- All non-road mobile machinery (NRMM) shall meet the criteria in table 10*

Environmental Noise

A number of noise sources have potential to cause disturbance to future occupants of the development, including Slough railway ~100m south of the site and the bus depot.

The noise survey was conducted from 16th-21st July 2020. During this period, noise from the railway, bus depot including workshop noise, and construction noise from nearby developments was audible. As construction noise is temporary, this would result in a worst case assessment approach.

The assessment indicates that noise is highest at the south of the site, measuring at 60dB LAeq16h, 55dB LAeq8h, and 72dB LAmax during the night. When taking into consideration noise from the bus depot and

incorporating corrections to account for noise character, glazing capable of achieving 33dB Rw+Ctr such as 4/12/4mm double glazing, and ventilation capable of achieving 50dB Dnew+Ctr is required to maintain suitable internal noise levels and should be applied to the worst impacted (southern) facade. A full glazing and ventilation strategy for all facades must be submitted to the LPA for approval once at the detailed design stage. This may need to be informed by additional monitoring which excludes construction noise sources.

This assessment has been completed assuming windows are kept closed and not used for natural ventilation, therefore a full overheating assessment is required once at the detailed design stage. In the case that overheating is likely with windows closed to maintain internal noise levels, mechanical ventilation will be recommended.

Regarding external amenity, the upper threshold of 55dB will be exceeded on the southern façade balconies however use of the balconies will be optional for future occupants. Remaining balconies are expected to meet external amenity criteria.

6.8 Contaminated Land

No comments received. Any comments received will be reported on the Amendment Sheet.

6.9 Lead Local Flood Authority

Raised no objections subject to conditions.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework 2024 and National Planning Practice Guidance:

The National Planning Policy Framework was revised in response to the Proposed reforms to the National Planning Policy Framework and other changes to the Planning system consultation on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8, and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 6: Building a Strong Competitive Economy
- Chapter 7: Ensuring the vitality of town centres
- Chapter 8: Promoting healthy and safe communities

- Chapter 9: Promoting sustainable transport
- Chapter 10: Supporting high quality communications
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment
- Chapter 16: Conserving and enhancing the historic environment

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

“For decision making this means:

- 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 importance⁷ provides a strong 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination⁹”

(for the footnotes highlighted, please refer to the document itself:
<https://assets.publishing.service.gov.uk/media/675abd214cbda57cacd3476e/NPPF-December-2024.pdf>

7.3 National Planning Practice Guidance (NPPG)

The NPPG was first published in 2014 and is iterative web-based guidance that is designed to complement the NPPF across a range of topics

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

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

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

- Core Policy 1 - Spatial Vision and Strategic Objectives for Slough
- Core Policy 4 - Type of housing
- Core Policy 5 - Employment
- Core Policy 6 - Retail, Leisure and Community Facilities
- Core Policy 7 - Transport
- Core Policy 8 - Sustainability and the Environment
- Core Policy 9 - Natural and Built Environment
- Core Policy 10 - Infrastructure

Core Policy 11 - Social Cohesiveness
Core Policy 12 - Community safety

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

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

Policy H9 - Comprehensive planning
Policy H11 - Change of Use to Residential
Policy H14 - Amenity space
Policy EMP6 - Stoke Road area
Policy EN1 - Standard of Design
Policy EN3 - Landscaping
Policy EN5 - Design and Crime Prevention
Policy T2 - Parking Restraint
Policy T7 - Rights of Way
Policy T8 - Cycling Network and Facilities
Policy T9 - Bus Network and Facilities

7.6 Slough Local Development Framework Site Allocations (November 2010)

Part of the site is allocated under site reference SKL3 (Stoke Road and Mill Street) in the Slough Local Development Framework Site Allocation Development Plan Document for possible Residential or mixed-use development.

7.7 Other Relevant Documents/Guidance

- Slough Borough Council Developer’s Guide Parts 1-4:
- Part 1: Planning application procedure and decision making
- Part 2: Developer contributions and affordable housing
- Part 3: Transport and highway guidance
- Part 3: Update to Table 3 charges for highways agreements and licences
- Part 4: General development guidance
- Proposals Map 2010
- Nationally Described Space Standards
- Slough Borough Council’s Draft Low Emission Strategy (LES 2017-25)
- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017

7.8 The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This set out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough. The consultation document contained a revised Local Plan Vision which supports the Council’s vision for Slough as a place where people want to “work, rest, play and stay.”

7.9 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.

7.10 Planning (Listed Buildings and Conservation Areas) Act 1990

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

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

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

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

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

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

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

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

8.0 Planning Assessment

8.1 The planning considerations for this proposal are:

- Principle of development
- Housing Mix
- Design and impact on the character of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Transport, highways and parking
- Tree and ecology
- Flooding and drainage
- Sustainable Design and construction
- Fire Strategy
- Infrastructure and affordable housing
- Burnham Beeches Special Area of Conservation
- Equalities considerations
- Neighbouring Objections
- Planning balance

9.0 Principle of development

9.1 The application site is within the boundary of the town centre, where high density residential development is supported, subject to criteria noted across three key Development Plan documents.

9.2 Core Policy 1 of the Slough Core Strategy relates to the Spatial Strategy for Slough, which states that development should take place within the built-up area and predominantly on previously developed land; proposals for high density housing should be located in Slough Town Centre. Core Policy 4 of the Core Strategy (Types of Housing) reaffirms this point and also sets out affordable housing requirements.

9.3 The site is within an allocated site, SKL3 in the Site Allocations DPD. This sets out that:

The area needs to be comprehensively planned in order to accommodate the pressure for development in this location close to the railway station. This could be achieved by relaxing the policy for the Existing Business Area which prevents the loss of employment land. Residential or mixed use development may be appropriate as part of the comprehensive regeneration of this area.

9.4 The reference here to loss of employment land relates particularly to saved Local Plan policy EMP6, which sets out that:-

Within the Stoke Road, Mill Street and Grays Place areas, redevelopment schemes which provide a range of business and residential uses, either independently or combined as mixed use schemes, will be permitted if they comply with all of the following:

- a) there being no adverse effect on the amenities of neighbouring residential areas;
- b) there is adequate access, servicing arrangements and landscaping;
- c) on site car parking being limited to reflect the area's good public transport links; and
- d) that the proposals make a positive contribution to enhancing the local environment in accordance with the design policies contained in this Plan.

9.5 While as noted above the emerging Local Plan is in its early stages, land between the rail corridor and Mill Road, to the east of Stoke Road, has been identified for further residential development.

9.6 Taking the adopted planning policies and the NPPF into account, the principle of residential development at the site continues to be acceptable, subject however to achieving a high level of design quality and retaining the amenities of existing residential neighbours.

10.0 **Housing Mix**

10.1 One of the aims of national planning policy is to deliver a wide choice of high-quality homes and to create sustainable, inclusive and mixed communities. This is largely reflected in local planning policy in Core Strategy Policy 4.

10.2 The recommended housing mix for Eastern Berks and South Bucks Housing Market Area is defined in the Strategic Housing Market Assessment (SHMA) February 2016.

	1 bed	2 bed	3 bed	4 bed
Market	5-10%	25-30%	40-45%	20-25%
Affordable	35-40%	25-30%	25-30%	5-10%
All dwellings	15%	30%	35%	20%

10.3 The proposed scheme would provide the following mix:

- One bed Flats – 24 (55% of mix)
- Two bed Flats – 19 (45% of mix)

10.4 Some flexibility can be exercised in relation to the table in 10.2 depending on the location of development and the characteristics of the surroundings. In this instance the amended scheme continues to propose a high percentage of one-bedroom units with no larger which is still not an acceptable mix in light of the recommended mix. It is acknowledged that the site lies within the designated town centre which is identified as being able to accommodate a higher density of accommodation and smaller units.

10.5 The proposed housing mix is not strictly in accordance with the SHMA and proposes an over-reliance on small 1-bed units. It is unfortunate that no larger units are proposed. The benefit of housing provision is weakened through the poor housing mix and this will be accounted for in the planning balance.

11.0 Design and impact on the character of the area

11.1 In relation to achieving well-designed places, Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

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

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

11.3 The proposal scheme seeks to demolish the existing 3-storey building occupying the site, and redevelopment of a new flatted development block, predominantly detailed in contrasting brickwork and featuring a staggered massing to break-up the form of the building.

11.4 The application site has been subject of recent applications for similar development which has been refused (ref: P/04290/009) by the Local Planning Authority, with the latest application subject of an appeal dismissed by the Planning Inspectorate. Issues of character and appearance were key reasons for the dismissal of the appeal and form important material considerations of the current application.

11.5 Earlier proposals sought consent for the demolition of the existing 3-storey building and its replacement with a 5 to 8 storey building. The building would rise from 5-storeys at the eastern side of the site, adjacent to Intercity House to 8-storeys at the western side of the site adjacent to Grays Place.

11.6 In reaching a decision upon this earlier application, the Inspector considered the local townscape impacts of the proposals, with paragraph 18 of the appeal decision providing a conclusion of this assessment:

Due to a combination of the high site coverage and significant height the proposal would result in a development with substantial mass and bulk which would dominate the streetscape and appear incongruous in the context of the lower rise/density buildings around Grays Place. Overall, I consider that the substantial height, mass and bulk of the building would cause significant harm to the character and appearance of the area.

- 11.7 The Inspector considered this impact as part of the planning balance and concluded that the public benefits of the scheme, alongside other considerations would not outweigh this harm, (alongside other harmful impacts of the scheme).
- 11.8 Following the issue of the appeal decision, the applicant has sought to engage through pre-application discussions to bring forward an alternative scheme which seeks to resolve the issues identified through these earlier decisions.

Layout

- 11.9 The layout of the proposal illustrates a single block occupying the majority of the site, with a colonnaded entrance to the development flanking the western extent of the site. Internally this area would be activated and overlooked by a resident's entrance foyer, including areas which could be used for informal seating in future.
- 11.10 The eastern extent of the site includes provision of an external landscaped amenity area for residents, again activated by an internal resident's lounge space, and blue badge parking. The southern portion of the ground floor includes residential accommodation featuring external amenity terraces, which include some soft landscaping features, to provide some degree of defensible space to these units.
- 11.11 At upper floors, the majority of the residential units have a dual-aspect, are south facing single aspect units. Owing to the constraints of the site, there are however a small number of north facing, single aspect units. All units feature external amenity space in the form of balconies.

Landscaping

- 11.12 Given the scale of the application site, the opportunities to incorporate significant areas of landscaping are limited, however the provision of the external amenity area including benches and trees would be of benefit to future occupiers of the development. Furthermore, the hard landscaping and scale of the covered entrance to the scheme, would provide a better quality of environment to Grays Place when considering the current situation. At each of the stepped roof levels, the proposals would also introduce sedum green roofs.
- 11.13 Suggested conditions would seek further detail of both the design of areas of hard and soft landscaping, alongside further details of boundary treatments and appropriate species selection.

Scale and massing

11.14 The proposal scheme has a stepped massing varying between 5 storeys to the east, to 6 storeys to north, and 7 storeys to the south-west. As mentioned above, Officers have worked with the Applicant Team to bring forward proposals which serve to respond positively to the local context, whilst also bringing forward a deliverable proposal which makes efficient use of the site.

11.15 Considering the scale of the proposals in this local context, the development is considered to provide a sensitive balance and an appropriate massing approach to the site. The eastern portion of the block seeks to reaffirm and complement the scale and datum of the adjacent Intercity House development.

11.16 At the northern extent of the site, the development would have a predominant 6 storey scale, which would be taller than the adjacent 3 and 4 storey buildings occupying the northern extent of Gray's Place. However, acknowledging that these buildings, have significant roofscape featuring living accommodation, alongside the significant interface distances between these buildings and the proposed development, Officers consider that the proposals featuring a flat roofed parapet detailing would be acceptable.

11.17 The 7-storey element of the building, occupying the south-western extent of the site, would be taller than some of the adjacent buildings, but would have a similar height to the existing Vanburgh Court development, situated in close proximity to the site. Furthermore, in considering the scale of this element of the building form, Officers are mindful of the future development potential of the adjacent bus depot site, which could accommodate a significant scale of development.

11.18 This element of the scheme would also provide some degree of wayfinding to the site when viewed from Stoke Road, with the breaking-up of the building form providing a building with more of a vertical emphasis in localised views.

11.19 Consequently, Officers consider that the proposals would provide an appropriate scale of development in this location.

Architecture and materials

11.20 The architectural approach of the scheme has been influenced by and takes cues from adjacent developments. The design approach incorporating a building predominantly detailed in brick, serves to complement other buildings within this setting.

11.21 The stepped form of the building is also broken-up by use of varying tones to brickwork, which is complemented by fenestration and bays set-in deep reveals, and use of contrasting brickwork detailing to provide additional interest to these bays. Projecting balconies providing additional character the development overall.

- 11.22 Each of the stepped elements of the building have been designed to incorporate a strong flat roofed parapet detailing, which complements surrounding developments, most notably the Vanburgh Court development located to the north-west of the application site.
- 11.23 The treatment of the colonnaded entrance to the scheme has been revised throughout the application process to strengthen and anchor the base of the building within its Grays Place frontage and provide a more generous space for future residents to use a ground level.
- 11.24 Further details of bay studies have been provided throughout the application process, and suggested conditions will provide further detailing and materials prior to implementation of the development.

Townscape

- 11.25 The building currently occupying the proposal site has no architectural value or design quality and is generally considered to contribute negatively to the local townscape, and key views of the site from Stoke Road/Stoke Gardens.
- 11.26 Considering the massing of the current proposals with due regard to the earlier appeal decision, the Inspector concluded that the main degree of harmful visual impact would be from the junction of Stoke Road/Stoke Gardens and within the environment of Grays Place. This harm was largely identified owing to the 8-storey scale of the proposals occupying the entirety of the western portion of the site.



Fig 01: Appeal scheme Verified Visualisation (view point 1), extracted from Townscape Analysis Appendices



Fig 02: Street View, showing appeal scheme outline & current proposed scheme.

The images above, illustrate the key changes which the Applicant Team have made to reduce the visual harm to the local townscape as identified through the earlier appeal. Officers consider that cumulatively these changes, including a reducing in the massing, breaking-up the building form and use of contrasting materials serve to overcome this harm and provide a development

would have a beneficial effect upon the local townscape and complement the form of other more recent developments in this area.

Overall, Officers consider the scheme to represent a high-quality of design, compatible with the local area, in accordance with the NPPF, retained Local Plan design policies, EN1 and EMP6, and retained Core Strategy Policies 8 and 9.

12.0 Impact on the amenities of neighbouring occupiers

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

12.2 The previous appeal decision found adverse harm to amenity from residents to the immediate east of the site that have windows facing onto the site directly.

12.3 The applicant has sought to address this by creating a larger distance between the proposed building and Intercity House. The proposal shows a separation distance between the two of 15.1m which is, as shown by the image below, notably larger than previously proposed which is outlined.



12.4 The separation distance as proposed is considered to improve the relationship between the proposed building and Intercity House to the extent that there would not be an adverse impact on amenity in terms of an overbearing outlook from existing windows.

12.5 A Daylight and Sunlight Report was submitted with the application which assesses impacts on natural light for neighbouring residential properties using the Building Research Establishment (BRE) standard methodologies, namely the Vertical Sky Assessment (VSC), Annual Probable Sunlight Hours (APSH) and Daylight Distribution (DD) tests. The assessment considers adjacent

windows facing the development in terms of daylight and sunlight impact. The assessment did not test sunlight impacts to windows at Intercity House.

- 12.6 The assessment concludes that windows are not adversely affected and the results are accepted. The appeal decision on the previous scheme did not raise any objections in respect of impact on daylight or sunlight.
- 12.7 The previous proposal did not identify any other adverse neighbouring impacts in the area and the scale a bulk of the proposal has been reduced which means this is still considered to be the case.
- 12.8 Taking all of the above points into consideration, it is considered that the proposal has addressed the previously identified impacts and as a result there are no significant adverse impacts on the residential amenities of neighbouring occupiers, and as such the proposal is acceptable in light of saved Local Plan policies EMP6(a) and EN1(k) and Core Strategy Policy 8(2).

13.0 Living conditions for future occupiers

- 13.1 The National Planning Policy Framework 2024 states that planning should create places with a high standard of amenity for existing and future users.
- 13.2 All of the proposed flats comply with the Council's minimum internal space standards, which are set out in the Developer's Guide Part 4 supplement and were adopted in November 2018 and is in line with the national '*Technical housing standards – nationally described space standard*'.
- 13.3 Each unit has its own private balcony for amenity space. The scheme also proposes a resident's lounge and modest garden area as communal amenity space. For a central location this is considered to be an acceptable provision.
- 13.4 The Council's section 106 guidance Part 2 *Developer Contributions and Affordable Housing* (Section 106) notes the high levels of housing need for disabled residents across all tenures. A requirement is set for 5% of homes on all developments of 25 or more dwellings to be wheelchair accessible and three flats in the development need to be provided to Part M4(3) standard (wheelchair user dwellings). The application proposes 2 units to meet this standard which is acceptable.
- 13.5 The proposal includes a ground floor communal garden and resident's lounge which is securely accessed and gated. The amenity areas increase the living standard for residents and is considered positive. Officers note that the residents' lounge area is approximately 40sqm which is large enough internal space for a 1b1p flat. Any change from this communal area to a residential unit would require planning permission in its own right.
- 13.6 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core Policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

14.0 Transport, Highways and Parking

14.1 The National Planning Policy Framework states that planning should seek to locate development where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 116 of the National Planning Policy Framework 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, following mitigation, would be severe, taking into account all reasonable future scenarios.*'

14.2 The previous Inspector's conclusions finding no highways harm are a material consideration with this application and one that should be given significant weight in deliberations. It is noted that the access and parking arrangements are effectively identical to that previous scheme.

14.3 The site is in close proximity to Slough Railway Station, Slough Bus Station and Slough High Street makes the proposed development suitable for a car free development and the Slough Borough Council Parking Standards (2008) allow for nil car parking provision within highly accessible areas such as the Town Centre Area. The provision of 2 spaces is therefore a benefit of the scheme and it was noted previously that the proposal amounts to a reduction in parking at the site and therefore a reduction in vehicle movements.

14.4 The previous scheme included a reason for refusal on the grounds of poor visibility and lack of public footpath around the frontages. This reason was not upheld at appeal ad therefore no objections are raised. It is noted that the revised scheme ensures footpath provision to the frontages regardless.

14.5 Cycle parking and bin stores are acceptable subject to securing implementation by condition.

14.6 In terms of servicing and deliveries, a layby is proposed at the front of the site which will serve the development. The layby will allow for serving and delivery vehicles to pull off the road and is closely located to the entrance to the building. There are no objections to the layby provision which will ensure such vehicles do not affect traffic flows in the area.

14.7 Based on the above, and the conditions set out below, the proposal is not considered to be contrary to Core Policy 7 of the Core Strategy, saved Policies T1, T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

15.0 Sustainable design and construction

15.1 The NPPF seeks to promote high levels of sustainability, and to avoid increased vulnerability to climate change through planning of green infrastructure and reducing greenhouse gas emissions.

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

- a) *Minimise the consumption and unnecessary use of energy, particularly from non renewable sources;*
- b) *Recycle waste;*
- c) *Generate energy from renewable resources where feasible*
- d) *Reduce water consumption; and*
- e) *Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.*

15.3 The submitted Energy Statement proposes air sourced heat-pump based options for use in the development, coupled with a fabric first approach to construction, which is stated as being able to show carbon emissions reduction at around 66% on average against the current Building Regulations standard.

15.4 The statement has also stated that an overheating analysis will be required should permission be granted and this can be secured by condition.

15.5 A condition will be required to ensure development is implemented in accordance with the energy statement proposals which has been included. As a result, no objections are raised in this respect, and the proposal is acceptable in light of the requirements of Core Policy 8.

16.0 Flood Risk and Surface water drainage

16.1 The site is located within flood zone 1 and therefore flood risk is minimal. The application is for Major Development and is required by legislation to include a Flood Risk Assessment and Drainage Strategy.

16.2 Both Core Strategy Policy 8 and the NPPF 2024 require development to be directed away from areas at highest risk of flooding and to ensure flood risk is not increased elsewhere. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.

16.3 The applicant has submitted a Flood Risk Assessment but no Drainage Strategy. The LLFA has been consulted and raise no objections subject to conditions requiring full drainage proposals. Thames Water also raise no objections.

16.4 As a result, there are no objections on flood and drainage grounds.

17.0 Air Quality

17.1 The site is not within an Air Quality Management Area and is set back from Stoke Road. No air quality assessment was provided with the application.

17.2 Comments from Environmental Quality are awaited and Members will be updated. It is not anticipated that there will be any adverse impacts identified with regards to air quality and EV charging provision is proposed to be

secured as part of the recommendation which would align with the goals of the Low Emissions Strategy 2018.

18.0 Safe and Accessible Environment

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

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other

Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

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

18.3 The Thames Valley Police Crime Prevention Design Advisor (CPDA) has identified a number of issues in the application (Section 6.5 in this report) and amended plans were submitted to address these. The amended comments are reported which result in objection continuing to be raised. The applicant has reviewed the comments made and provided response, suggesting how each can be addressed but stressing that the matter can be dealt with by condition.

18.4 Officers are aware that the previous appeal decision did not uphold an objection on safe and accessible environment on the basis that such matters could be dealt with by condition. The same circumstance is apparent here. The objection is noted but it is considered that the points raised are not fundamental in affecting the principle of the development and therefore can be dealt with by condition. As a result, the report includes recommended conditions (Conditions 7 and 8) that would address matters should no further comments be received and therefore no objections are raised.

19.0 Fire Strategy and safety

19.1 HSE were consulted and raised an issue with respect to fire safety. Amended plans were submitted to address these. Further consultation was received raising no objections.

19.2 As a result there are no objections to fire safety.

20.0 Impact on Heritage Assets including archaeology

20.1 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. The

NPPF also provides a framework for the identification of heritage significance, assessment of harm to heritage assets and their setting, alongside consideration of how to weigh and balance any harm against other benefits/public benefits of proposals.

- 20.2 The application site is not situated in a conservation area and does not feature any designated/non-designated heritage assets. Considering the setting of adjacent heritage assets, there are three Grade II statutory listed buildings located approximately 100 metres to the south of the site at the Slough railway station. These are the Booking Hall fronting onto Brunel Way, the Area Managers Building which has street frontage to the north, and an “island” platform building between the other two buildings. The setting of these buildings already features an abundance of large and tall buildings, which have resulted in some harm to the setting of these assets.
- 20.3 A Heritage Statement was provided as part of the application, which has been reviewed by the Council’s Heritage consultant, which raises no objection with respect to impacts on these important heritage assets. Owing to intervening developments, namely the existing Bus Depot to the south of the application site, the development would have a limited degree of visibility and appreciation from the station buildings and their setting. As such, it is not considered that the proposals would result in any harm to the setting of these assets considering both the statutory provisions of the section 66 of the Planning (Listed Building and Conservation Areas) Act 1990, the NPPF, and Local Plan policies.
- 20.4 Berkshire Archaeology was also consulted and has confirmed that there are no archaeological requirements for this proposal.

21.0 **Infrastructure and Affordable Housing**

- 21.1 Core Policy 1 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.
- 21.2 Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.
- 21.3 The application is liable to affordable housing provision and financial contributions however the submission included a viability appraisal which claims that the development would not be viable if it were required to provide full infrastructure contributions and affordable housing in line with the Developer’s Guide.
- 21.4 Without prejudice, in accordance with the Developers Guide, this scheme results in the following contributions being sought:

Education

In accordance with the Developer's Guide and on the basis of the housing mix proposed, the following contributions towards education will be required:

1-bed flats – 24no x £903 = £21,672
2-bed flats – 19no x £4,828 = £91,732

Total = £113,404

Recreation/Open Space

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

Affordable Housing

The application proposes 43 units and has been submitted stating there are viability issues. In accordance with the Developer's Guide there is an affordable housing requirement of 35% which equates to 15 units from this development.

21.5 In respect of viability, the NPPF states, at para 58:

The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

21.6 The Viability Assessment has been considered by the Council's Consultant. The applicant's position is that the scheme is not viable with the requirement to provide affordable housing and infrastructure contributions. The Council's consultant has reviewed the information and as part of their assessment and has identified areas of disagreement with the applicant's Viability Appraisal although the disagreements were minor in terms of affecting the overall conclusions. Where differences were discovered, the Consultant recalculated viability using more appropriate figures. For this proposal the assessment by the Council's consultant concluded that there would be a deficit of approximately £400,000 as opposed to a concluded deficit from the applicant of approximately £1million based on the site being 10% market sale.

21.7 The applicant's Viability Assessment has budgeted a pot of £173,164 for Section 106 contributions which forms part of the costs that contribute to the development deficit. The applicant has confirmed that they are in agreement to pay the identified education contribution and a contribution toward any Traffic Regulation Order that is identified. This is considered a benefit of the development as infrastructure contributions are being provided in spite of a viability deficit.

21.8 The recommendation is to permit the development subject to a Section 106 agreement to secure the above and include a viability review mechanism for affordable housing contributions. The Council would seek a financial contributions for this development and therefore a late-stage review

mechanism is proposed which would allow for more sales data to be available in assessing the reappraisal, it is recommended that the trigger be at 75% sales. A material consideration with this application is that the previous appeal decision disagreed with including a review mechanism on the basis that the deficit, at circa £2M, was not marginal and any review would unlikely yield a contribution. This proposal is much different, having a much more marginal deficit and therefore it is considered reasonable and necessary to include a review mechanism. The applicant has agreed to this.

21.9 Officers accept the viability circumstance of the development and note the reduced scale of this revised scheme results in a notably reduced deficit compared to the previous. Therefore, no objections are raised subject to the inclusion of a viability review mechanism secured by Section 106 agreement.

22.0 Burnham Beeches Special Area of Conservation

22.1 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.

22.2 Paragraph 193 of the NPPF 2024 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity. Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.

22.3 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

22.4 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.

22.5 The site is located approximately 3.6km (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.

22.6 The Local Planning Authority are currently working with Natural England to produce a Supplementary Planning Document to support a tariff-based mitigation strategy for all new housing applications within 5.6km of the SAC. However, this is yet to be agreed, and therefore each application needs to be considered on its own merits.

22.7 The applicant submitted a Habitat Regulations Assessment as part of the application. Natural England raised objection to this due lack of mitigation but advised the objection would be withdrawn if mitigation were to be secured. Mitigation takes the form of a financial contribution of £570 per dwelling which is used towards ecological enhancements at Upton Court Park and there remains capacity for this financial contribution. The applicant accepts the requirement for mitigation which amounts to a total of £24,510 and can be secured through Section 106 agreement.

23.0 **Equalities Considerations**

23.1 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).

23.2 The proposal would provide 69 dwellings on the site which will be built to Building Regulation standards, these provisions are considered appropriate and would comply with local and national planning policies.

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

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

24.0 Planning Balance

24.1 The application has been evaluated against the Local Development Plan and the National Planning Policy Framework 2024 (NPPF) and the Local Planning Authority (LPA) has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”

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

24.3 In the application of the appropriate balance, it is considered that there are some benefits from the scheme, these include the following:

- The provision of 43 residential units in a sustainable location should be given substantial positive weight. The extent of weight is reduced through the lack of affordable housing provided.
- The Planning Inspectorate has previously identified that the scheme would deliver a range of social, economic and environmental benefits that have been afforded positive weight. Such benefits include the provision of short term construction jobs and longer-term expenditure from the additional occupiers
- The Inspector previously concluded that the proposal would lead to a reduction in vehicular movement and car use within the town centre and attributed significant positive weight to.

The following impacts were identified:

- The proposal does not provide a full complaint housing mix and even with flexibility applied due to the site not being suitable for family housing, the continued over-reliance on small units is an adverse impact that is afforded moderate negative weight.

24.4 In balancing the benefits against the impacts, Officers are of the view that the applicant addressed the previous design concerns which would not result in harm to the prevailing character of the area, in a prominent location. The impact on neighbouring amenity has also been addressed. It is subsequently considered that the impacts of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework taken as a whole. Therefore, on balance the proposal would constitute sustainable development with regard to paragraph 11 d ii) of the Framework.

25.0 PART C: RECOMMENDATION

25.1 Having considered the relevant policies of the Development Plan along with all other material considerations set out below, and the representations

received from consultees and neighbouring residents, it is recommended that, on balance, the application be delegated to the Planning Manager:

For approval subject to:

- i. The satisfactory completion of a legal agreement (Section 106 Agreement) to secure financial contributions for education, mitigation for impacts on Burnham Beeches Special Area of Conservation, travel plan and Section 278 Highways agreement along with a late stage viability review mechanism.
- ii. Finalising conditions and any other minor changes.

OR

Refuse the application if the completion legal agreement has not been satisfactorily completed by 30 March 2026 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee.

26.0 **DRAFT CONDITIONS**

1. Commencement

The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

- a) Drawing Number 19039-GAA-XX-00-DR-A-2000 Rev C03, dated 04/08/2025, received 04/08/2025
- b) Drawing Number 19039-GAA-XX-ZZ-DR-A-2100 Rev C02, dated 04/08/2025, received 04/08/2025
- c) Drawing Number 19039-GAA-XX-ZZ-DR-A-2101 Rev C02, dated 04/08/2025, received 04/08/2025
- d) Drawing Number 19039-GAA-XX-ZZ-DR-A-2103 Rev C02, dated 04/08/2025, received 04/08/2025
- e) Drawing Number 19039-GAA-XX-ZZ-DR-A-2104 Rev C02, dated 04/08/2025, received 04/08/2025
- f) Drawing Number 19039-GAA-XX-ZZ-DR-A-2105 Rev C02, dated 04/08/2025, received 04/08/2025
- g) Drawing Number 19039-GAA-XX-ZZ-DR-A-2302 Rev C02, dated 04/08/2025, received 04/08/2025
- h) Drawing Number 19039-GAA-XX-00-DR-A-0100, undated, received 10/04/2025

- i) Drawing Number 19039-GAA-XX-01-DR-A-2001 Rev C01, dated 26/03/2025, received 10/04/2025
- j) Drawing Number 19039-GAA-XX-01-DR-A-2002 Rev C01, dated 26/03/2025, received 10/04/2025
- k) Drawing Number 19039-GAA-XX-01-DR-A-2003 Rev C01, dated 26/03/2025, received 10/04/2025
- l) Drawing Number 19039-GAA-XX-01-DR-A-2004 Rev C01, dated 26/03/2025, received 10/04/2025
- m) Drawing Number 19039-GAA-XX-01-DR-A-2005 Rev C01, dated 26/03/2025, received 10/04/2025
- n) Drawing Number 19039-GAA-XX-01-DR-A-2006 Rev C01, dated 26/03/2025, received 10/04/2025
- o) Drawing Number 19039-GAA-XX-01-DR-A-2007 Rev C01, dated 26/03/2025, received 10/04/2025

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

3. External Materials

No development above damp proof course level shall take place until samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, colour and external materials to be used in the construction of the access and circulation roadways, pathways and communal areas) to be used in the construction of the external envelope of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

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

4. Landscaping

Notwithstanding the details in the approved plans, none of the units hereby approved shall be first occupied on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

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

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

5. Boundary Treatment

The development hereby approved shall not be first occupied until details of the proposed boundary treatment including position, external appearance, height and materials of all boundary walls, fences and gates have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the approved boundary treatment has been implemented on site. The approved details shall be retained thereafter.

REASON In the interests of the visual amenity of the area and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the NPPF 2024.

6. Construction Management Plan

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

1. A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Construction vehicles and to comply with Euro VI Emissions Standard (to a minimum Euro 6/VI Standard) and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 07:00 – 10:00 and 16:00 – 19:00, and outside of 14:30 – 15:30 where the development is located in proximity to a school.
4. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
5. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
6. Details of dust control measures and wheel washing facilities to be provided on site.
7. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location: <https://www.slough.gov.uk/licences-permits/abnormal-loads/1>
8. Measures for the control of noise
9. Measures for control of surface water run off
10. Proposed method of piling for foundations if applicable

11. Confirmation that machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance.

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

REASON: In the interest of minimising danger and inconvenience to vehicular traffic and pedestrian highway users in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework 2024.

7. Crime Prevention

Prior to the commencement of above ground works, an Access and Security Strategy should be provided to demonstrate how potential for crime and anti-social behaviour has been considered and mitigated. The document should outline how:

- secure access into the entrance foyer will be provided.
- security in relation to the rear entrance lobby and the communal amenity area, fence and gates can be achieved.
- security of the ground floor residence in relation to the access and use of the resident's lounge.
- security in relation to postal services and deliveries would be achieved.
- security and accessibility of cycle and bin stores.
- compartmentalization of the development to ensure residents and visitors have access only to those areas of the development they need to.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the wellbeing of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in the National Planning Policy Framework 2024.

8. Secured By Design

No development shall take place above slab level until written details as to how the development will achieve the Secured by Design Gold Award shall be submitted to and approved by the Local Planning Authority. The development (and subsequent access control system) shall be carried out in accordance with the approved details and shall not be occupied or used until confirmation of that said details has been received by the Local Planning Authority.

REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government

Act 2000; in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and to reflect the guidance contained in the National Planning Policy Framework 2024.

9. Energy Statement

The development hereby approved shall be implemented to fully include the proposals and measures set out in the Energy Statement produced by Daedalus Environmental, dated March 2025 and retained thereafter.

REASON: To ensure that the development provides sustainable energy benefits to the development in the interests of Policy 8 of the Core Strategy 2006 - 2026.

10. Cycle Parking

The development hereby approved shall not be occupied until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority, including details of short-stay visitor cycle parking. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

11. Bin Storage

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

REASON: To ensure that there is adequate storage facilities available at the site, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2024.

12. Piling Method Statement – Thames Water

No piling shall take place 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) and piling layout plan including all Thames Water

wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe 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 and piling layout plan.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

13. Surface Water Drainage - LLFA

No development shall take place until a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- A compliance report to demonstrate how the scheme complies with the "Local Standards and Guidance for Surface Water Drainage on Major Development in Slough";
- Full drainage calculations for all events up to and including the 1 in 100 years plus 40% climate change;
- A Flood Exceedance Conveyance Plan;
- Comprehensive infiltration testing across the site to BRE DG 365 (if applicable)
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and;
- Details of how water quality will be managed during construction and post development in perpetuity;
- Confirmation of any outfall details.
- Consent for any connections into third party drainage systems

REASON: To ensure the development is suitably serviced with appropriate drainage in the interests of Core Policy 8 of the Core Strategy 2006-2026.

14. SuDS As Built and Maintenance Details - LLFA

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- (a) As built plans in both .pdf and .shp file format;
- (b) Photographs to document each key stage of the drainage system when installed on site;

- (c) Photographs to document the completed installation of the drainage structures on site;
- (d) The name and contact details of any appointed management company information.

REASON: To ensure that the proposal is provided with a satisfactory means of drainage and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, December 2008.

15. Vehicle Access

The development shall not commence until the new means of access has been altered in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development, in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

16. Car Parking

Prior to the development hereby approved first being brought into use, 2 no. car parking spaces shall be provided and made available for use in connection with the residential development and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

17. Cycle Parking

The development hereby approved shall not be occupied until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

18. Electric Vehicle Charging

Prior to the first occupation of any part of the development hereby approved, 1 active electric vehicle charging point (Type 2 socket and be rated to at least

3.6kW 16amp 0 7kW 30amp single phase), together with details of power supply and cable provision; shall be fully installed and the active charging points shall be fully operational prior to the first occupation of the dwellings and be retained in good working order at all times in the future.

REASON: to provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework 2024.

19. Visibility

No other part of the development shall be occupied until visibility splays of 2.4m x 2.4m have been provided on both sides of the access. The area contained within the splays shall be kept free of any obstruction exceeding 600mm in height above the nearside channel level of the carriageway and shall be maintained thereafter.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2024.

20. Layout

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

REASON: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2024.

21. External Lighting

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

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

22. Level Threshold

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

Reason: To ensure that the development hereby approved is accessible to all in the interests of Core Policy 8 of the Core Strategy 2006-2026.

23. Phase 2 Intrusive Investigation Method Statement

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

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

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

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

movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

25. Remediation Validation

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

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

26. Permitted Development - Windows

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in any elevations of the development.

REASON: To minimise any loss of privacy to occupiers of adjoining residential properties and to ensure the visual character and appearance of the facades are preserved in accordance with Policies EN1 and H15 of The Adopted Local Plan for Slough 2004 and to ensure the development does not prejudice the future development of adjoining lands; so, as to protect the privacy of neighbouring properties and to protect the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2024.

27. Communal areas

The areas shown as 'Residential Lounge and 'Amenity Area' as shown on drawing number 19039-GAA-XX-00-DR-A-2000 Rev C03, dated 04/08/2025, received 04/08/2025 shall be provided for use of residents only and shall be in place prior to the first occupation of the development hereby approved and shall be retained for communal residential use for the lifetime of the development.

REASON: To ensure the provision of communal amenity space in accordance with the proposed development in the interests of providing acceptable living standards for residents in the interests of Core Policy 8 of the Core Strategy, 2006-2026.

INFORMATIVE(S):

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. Thames Water

Piling:

Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.

Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes: <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>
Please ensure to apply to determine if a build over agreement will be granted.

Surface Water drainage:

Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167, 168 & 169 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design>

The planning application proposal sets out that FOUL WATER will NOT be discharged to the public network and as such Thames Water has no objection. Should the applicant subsequently seek a connection to discharge

Foul Waters to the public network in the future, we would consider this to be a material change to the application details, which would require an amendment to the application and we would need to review our position.

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

Water Comments:

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

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

3. Highways

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

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

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

The applicant is advised that a Section 278 Agreement would be required to be entered with the Local Highways Authority. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway and the works will be at the expense of the applicant.

4. General

The Applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.