

Registration Date:	20-Sep-2023	Application No:	P/16995/008
Officer:	Luke Simpson	Ward:	Herschel Park
Applicant:	Stevco Ltd	Application Type:	Major
		13 Week Date:	20 December 2023
Agent:	Mr. Paul Oakley, Oakley Planning & Conservation 16 The Street, All Cannings, Devizes, SN10 3PA		
Location:	12-20 Windsor Road, Slough, SL1 2EJ		
Proposal:	Demolition of existing buildings (retrospective) and construction of building to provide 3 ground floor retail units and 21 flats together with cycle and bin storage and landscaping		

Recommendation: Delegate to Planning Manager for approval subject to conditions and the satisfactory completion of a Section 106.



1.0 SUMMARY OF RECOMMENDATION

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

A. Approval subject to:

(i) Completing a Section 106 agreement to secure the outstanding planning obligations set out in paragraph 8.63 of the planning committee report

(ii) Finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 25th November 2026, unless otherwise agreed by the Chief Planning Officer.

1.2 The proposal comprises of 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 application seeks full planning permission which is retrospective in part. The demolition of the buildings that were previously on site have been demolished already and therefore retrospective consent is required for this element. The application then seeks consent, in detail, for the erection of a building which comprises of three ground floor commercial units and 21 flats together with cycle and bin storage as well as landscaping.

2.2 The 21 flats comprise 11x 1 bedroom, 9x 2 bedroom and 1x 3 bedroom flat.

2.3 With respect to materials, subject to confirmation of details (with the details secured by condition), the scheme proposes to use buff coloured brick, glass block to part of the rear elevation, metal standing seam cladding for the set back top floor, and glass balustrade with metal trim, and paving for the private enclosed areas. Tree and shrub planting is also included throughout the scheme.

2.4 Pedestrian and cycle access to the flats would be to the rear of the proposed building, with both residential and commercial bin stores provided with access from New Square (rear), which is accessed from Windsor Road to the north of the proposed building. Entrances to the residential and commercial units are separately provided off New Square. The commercial units would be accessible from the frontage in Windsor Road.

2.5 The footprint of the proposed building would represent an enlargement from the combination of buildings that were previously on site prior to their demolition. However, the frontage of the proposal would be set further back from the carriageway in

comparison to the sites previous varied building line and would align better with the neighbouring properties to the south and north (across the New Square junction), without the protrusion of built form into the street that Nos. 12 and 14 of the demolished buildings were laid out.

2.6 The plans submitted as part of the proposed development are supported by:

- Design and Access Statement
- Flood Risk Assessment and Drainage Statement
- Heritage Statement
- Phase 2 Ground Investigation
- Phase 2 Intrusive Investigation Method Statement
- Preliminary Geo-Environmental Risk Assessment
- Groundsure Report
- Level 1 Historic Building Recording Survey
- Energy Statement
- Below Ground Drainage Strategy Report
- Soft Landscape Report
- External Building Fabric Assessment
- Topographical Survey
- Swept Path Analysis
- Tree Pit and Planting Details
- Schedule of Materials
- Permeable Paving Sub-Base Design
- Luminaire Schedule
- Electrical Symbols Chart
- Lighting Drawings/Plans,
- Test Report - Airborne Sound Insulation Of A Window In The Laboratory
- Obscure Glazing and Window Opening Details
- Construction Phase Plan

2.7 A Habitats Regulation Assessment (HRA) has also been provided through the assessment process.

3.0 **Application Site**

3.1 As noted above, the site is currently free from development and is vacant and empty following demolition of the buildings previously on site. To note, prior to the demolition works, the site was occupied in part by a detached two storey and tall roof space which was a 1930s Public House, with a collection of single-storey flat-roofed extensions at its rear which faced onto New Square. Nos. 12 –14 Windsor Road comprised of a pair of three-storey mid-19th century brick and slate-roofed terraced units which stood prominently at the junction of Windsor Road with New Square. No.16 Windsor Road comprised of a lower one and two-storey modern infill building, which had street-facing flat roofs over its main block, together with a mono-pitched outshut at the rear.

3.2 The site is surrounded by a mix of buildings of various ages, materials, styles and heights. To the west of the site lies Landmark Place, which is a four-storey office building, opposite the site on Windsor Road. To the north of the site, there are a series of three-storey flat roofed and hipped roof terraced buildings which comprises of ground floor retail and commercial units and a mix of office and residential uses on the upper floors. To the south of the site, there are a number of two-storey pitched roof

properties which have been converted from houses to a series of commercial uses. To the west of the site (rear of the site) lies a three-storey block of flats which is accessible from New Square via Windsor Road. The highway adjacent to the site is Windsor Road which is a busy traffic route and contains several retail and commercial uses. The location, which is close to junctions to the north, provide key routes through Slough within a highly accessible location with bus routes serving the area well and the site is also within 483m from the bus and train stations, providing travel routes to London Paddington and Reading.

3.3 The site is within the town centre Shopping Area, and along its Windsor Road frontage is a highways widening area which has been zoned for the improvement of traffic and pedestrian routes. The land is in Flood Zone 1, and Groundwater Source Protection Zone 2. The site also lies within 5.6km of Burnham Beeches which is a Special Area of Conservation, a protected site under the Conservation of Habitats and Species Regulations 2017. The site is on the Slough Brownfield Land Register 2019.

4.0 **Site History**

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

P/16995/000	Demolition of existing buildings and construction of part 3, part 4 and part 5 storey buildings comprising 3 no. ground floor retail units, 12 no. 1 bed flats and 9 no. 2 bed flats together with cycle and bin storage and landscaping.	Approved with conditions	09-Apr-2019
P/16995/002	Variation of condition 2 (drawings) of planning permission P/16995/000 dated 09/04/2019 for 3 retails units and 21 bed flats, namely for amendments to the layout of one retail unit and one flat to provide for a plant room.	Approved with conditions	26-Mar-2021
P/16995/003	Submission of details pursuant to condition 3 (Details of external surfaces), 4 (Finished floor levels), 6 (Historic Records), 8 (Renewable and low carbon energy), 11 (Surface water), 12 (External Lighting), 14 (Phase 1), 15 (Phase 2), 16 (Phase 3), 18 (Noise), 19 (Ven), 20 (Crime), 21 (Landscaping), 22 (No Windows) & 23 (Pedestrian Access) of planning permission P/16995/002 dated 26/03/2021	Conditions 3, 4, 6, 8, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22 & 23 discharged on 14/06/2022 following receipt of a deemed discharge notice on 31/05/2022.	
P/16995/004	Variation of condition 19 (ventilation) of planning permission P/16995/002 dated 26/03/2021, for demolition of existing buildings and construction of part 3, part 4 and part 5 storey building comprising 3 no. ground floor retail units, 12 no. 1 bed flats and 9 no. 2 bed flats together with cycle and bin storage and landscaping, namely for changes to the wording from a pre		

commencement of development condition to a pre occupation condition.

Approved with conditions ` 19-Oct-2021

P/16995/005 Non material amendment to planning permission P/16995/002 dated 26/03/2021, under s96A of the Town and Country Planning Act (1990) for the amendments to the fenestration on the third floor rear elevation

Approved with conditions 04-Mar-2022

P/16995/006 Submission of details pursuant to condition 7 (Contractor details) & 13 (Construction Management Plan) of planning permission P/16995/002 dated 26/03/2021

Approved 04-Mar-2022

P/16995/007 Lawful development certificate to confirm that the development commenced within three years in compliance with condition 1 of planning permission P/16995/002 dated 26th March 2021

Not lawful 24-Jan-2023

Reason for refusal:

4.2 The development had not commenced within three years of Condition 1 of planning permission P/16995/0020 dated 9th April 2019 - 'The development hereby permitted shall be commenced within three years from the date of this permission' and would therefore be in conflict with the provisions of 91 (3ZA) and (3ZB), Part III of The Town and Country Planning Act 1990.

5.0 Neighbour Notification

5.1 In accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a number of site notices were displayed around the site on 28/09/2023. The application was advertised as a major application in the 05/10/2023 edition of The Slough Express.

5.2 One neighbour representation has been received at the time of writing this report. This representation objects to the proposed development for the following reasons:

- It would compromise the ability of the site to be developed in comprehensive manner with the neighbouring sites in the future.
- Specifically there were concerns over the inclusion of windows within the southern flank elevation of the scheme

5.3 [Case Officer Note: the proposal has been revised since the above objection has been received. An assessment is made on comprehensive development in the assessment part of the report below]

6.0 Consultations

6.1 Resilience and Enforcement:

No objections received subject to conditions related to construction phase, refuse and noise. The agent has provided a construction phase plan which was submitted and discharged as a part of extant application P/16995/006, as a part of this application submission. Given the receipt of this, a condition requiring a construction management plan is not considered to be required on this occasion.

6.2 Thames Water

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) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: 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

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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 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/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

6.3 Transport and Highways

SBC Highways officers have confirmed that their comments from the previous application given the scale and nature of the proposal is similar in nature to the previously approved scheme and that material changes are not so significant to lead to a different recommendation on highway grounds. For completeness, the previous comments are listed below:

Final comments provided 19/03/2018 and 28/03/2018 (P/16995/000):

Highways comment on revised proposals 19.03.2018

"Not all of the cycle stores are 2000 x 1000mm, one (adjacent residential bin store) is approx. 750mm wide for the rearmost 500mm, however it is difficult to see how this could be amended as the wall appears load bearing. Not a major issue as one standard bicycle will fit within this slightly smaller store. There may still be a need for an oversail licence for the section of building above the pavement area."

Highways further comment 28.03.2018:

"I confirm that I have no objection to the implementation of a design where part of the upper floors of the building oversail part of the highway subject to a minimum height of 2.85m from the finished ground level. Any structure oversailing the highway would need a s177 licence to oversail the highway and we would require a full set of structural drawings and calculations to confirm our acceptance of that part of the structure during the licence application stage. Furthermore, although noted on the drawing I would expect the footway surrounding the site (including side and rear) to be dedicated as public highway at no cost to the council. That way we can ensure pedestrian safety and enforce against unauthorised parking. There are currently two lamp columns situated to the rear of the proposed building, these are currently very close to the edge of the carriageway and we would expect these to be relocated to the back of the new footway however I'm guessing much of this can be picked up in a s38/s278 agreement. Please condition for the applicant to enter into;

- *s177 licence with the local highway authority (and maintain in perpetuity) for structure oversailing the highway*
- *S278 agreement for implementation of the highway works*
- *Dedicate the land within the road widening line and footpath surrounding the site as highway maintainable at the public expense at no cost to the Council."*

Further comments from SBC Highways in relation to this application requested that further information to demonstrate if the development fell within the road widening line. Following the provision of this, it was accepted by officers that the road widening lines were acceptable. A construction management plan should have provided a clearer site set up plan and confirmed that vehicles and machinery would comply with the Euro VI emissions standard. There are various details SBC Highways request on a site set up plan which are not shown including construction access during construction and hoarding extents. The provision of this has been agreed by condition, prior to commencement of the development. Conditions from the previous extant consent P/16995/000 in relation to exclusion from resident parking permits, cycle parking and pedestrian access and the attached informatives have been carried over as a part of this application.

Finally in order to inform the section 278 agreement, a suitably drafted highways works and adoption plan should be provided to form part of the section 106 agreement.

6.4 Contaminated Land

Comments from the Contaminated Land officer have indicated the following in relation to the documentation submitted.

A. Preliminary Geo-Environmental Risk Assessment, dated March 2020 and prepared by LMB Geosolutions Ltd.

- The preliminary risk assessment identified the overall risk associated with the site to be low and moderate.
- Based on the preliminary findings of this review the report recommends intrusive investigation works to be undertaken.

B. Phase 2 Intrusive Investigation Method Statement (Ref. no. C15063), dated May 2020 and prepared by Ground Engineering

- Following the findings of the Preliminary Geo-Environmental Risk Assessment, and the discussions with myself, the developer had an IIMS prepared.
- The proposed approach is considered suitable for the intended development.

C. Phase 2 Ground Investigation (Ref. no. C15063A), dated October 2020 and prepared by Ground Engineering

- The intrusive site investigation was carried out in August 2020 according to the IIMS.
- No visual or olfactory signs of contamination were observed during the site investigation or subsequent visits.
- Soil test results indicate the presence of elevated concentrations of lead, mercury and benzo[a]pyrene, which exceeded the residential with home grown produce and residential without home grown produce SSVs, but not for the commercial/industrial end use.
- All water quality sample results were below the limit of detection.
- Gas and groundwater monitoring was carried out over six return visits. The carbon dioxide levels were between 0.2% and 1.9%. Assuming a 'worst case' positive flow rate of 0.2l/hr, the results place the site within Characteristic

Situation 1. Thus, no gas protection measures are considered necessary within the new buildings.

- The updated Conceptual Site Model, following the intrusive works, monitoring and testing, classifies the risk to human health as moderate.
- As a result of the intrusive site investigation, it was determined that for the site to be deemed suitable for the proposed use, and all the identified potential pollution linkages mitigated, some remedial works are necessary. Mostly these remedial works are limited to the proposed areas of soft landscaping.

The outline Remedial Plan and Validation proposals are acceptable, and as recommended a Final Validation Report will need to be provided once development is completed. This report must include all the data recorded for any of the works necessary to remediate the identified issues according to this report, and any further investigation that might be carried out as part of the development works.

6.5 Special Projects Officer

In relation to SANG capacity to mitigate any impacts to the Special Area of Conservation (SAC) at Burnham Beeches, Upton Court Park would have sufficient capacity. Financial contributions secured via a S106 agreement should be spent on works and associated long term maintenance of those works.

6.6 HSE Planning Gateway One

The proposal does not appear to fall under the remit of Planning Gateway One because the height condition of a relevant building is not met.

6.7 Lead Local Flood Authority

We would advise that there is sufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development. We consider that if the following planning conditions are included as set out below, the impacts of surface water drainage will have been adequately addressed at this stage. Without these conditions, the proposed development on this site may pose an unacceptable risk of flooding.

6.8 Natural England

- NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED
Natural England considers that without appropriate mitigation the application would:
- have an adverse effect on the integrity of Burnham Beeches Special Area of Conservation <https://designatedsites.naturalengland.org.uk/>.
- damage or destroy the interest features for which Burnham Beeches Site of Special Scientific Interest has been notified.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required / or the following mitigation options should be secured:

- Financial contributions to Upton Court Park (Phase 1) Suitable Alternative Natural Greenspace (SANG) as set out in the Appropriate Assessment (March 2024) should be legally secured.

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

6.9 Environmental Quality – Air

Given the same constraints and similarity between the previous consented scheme and this, the same approach is considered appropriate. Conditions relating to glazing and ventilation are included to ensure the development is acceptable in this regard.

6.10 Crime Prevention and Design Officer

The previous condition in relation to and their subsequent discharge documents would still be required for the ground floor layout, which would involve the provision of details to minimise the risk of crime and to meet the specific security needs of the application site and the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details. If there is any increase in the number of flats or floors then compartmentation through the floors would also be great to include. This would mean an additional fob/call point on subsequent floor plates when exiting the lift or stair core, preventing everyone having access everywhere! It would also ensure postal services are provided externally.

6.11 BEAMS

The Level 1 Historic Building Recording is identical to the document submitted as a part of application P/16995/003. Although this application had a deemed discharge, comments were provided by BEAMS during the consultation process of the conditions application stating that:

“The document provides a thorough record of the history and built fabric of the properties within the application site and accords with the objectives set out within NPPF para. 205.”

The details submitted with this application are therefore acceptable.

6.12 Trees, Arboriculture and Landscaping:

As per comments provided for previous discharge of conditions application P/16995/003, officers have commented that:

“I am content with the submission of details for the landscape at the frontage of 12-20 Windsor Road. There is one slight discrepancy between the plans and the plant schedule, the plan specifies Pyrus and the schedule states a Sorbus. The applicant must clarify which tree is being planted, either species is acceptable.”

The applicant has confirmed that the Pyrus plant is to be used.

7.0 Policy Background

7.1 Slough Local Development Plan and the National Planning Policy Framework (NPPF)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.

Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The current version of the National Planning Policy Framework (NPPF) was published on 12th December 2024. Significant weight should be attached to the policies and guidance contained within the NPPF particularly where the policies and guidance within the Development Plan are out-of-date or silent on a particular matter. Relevant paragraphs of the NPPF are outlined below. However, before doing so officers first identify the relevant policies in the Development Plan which is the starting point of an assessment of the application consistent with the statutory test in section 38(6) as above. The weight to be attached to the key Development Plan policies, and an assessment of the proposal against them, is set out within this report.

The National Planning Policy Framework 2024 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2024, the Local Planning Authority cannot demonstrate a Five-Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development and Paragraph 11, the tilted balance, of the National Planning Policy Framework 2024 and refined in case law is pertinent when considering this proposal.

7.2 The National Planning Policy Framework (NPPF) 2024

The National Planning Policy Framework (NPPF) was published in March 2012 and most recently in December 2024. The relevant chapters within the NPPF are:

- Chapter 2. Achieving sustainable development
- Chapter 4. Decision Making
- Chapter 5. Delivering a sufficient supply of homes
- Chapter 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 12. Achieving well-designed and beautiful places
- Chapter 14. Meeting the challenge of climate change, flooding and coastal change
- Chapter 16. Conserving and enhancing the historic environment

7.3 Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, December 2008:

- Core Policy 1 Spatial Strategy
- Core Policy 3 Housing Distribution
- Core Policy 4 Type of Housing
- 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

7.4 Local Plan for Slough March 2004 policies (saved policies 2010):

- H14 Amenity Space
- EMP2 Criteria for Business Developments
- S1 Retail hierarchy
- S11 Late leisure uses in Slough town centre
- S15 Diversification of use
- S16 Town centre leisure uses
- S17 Shopfront design
- EN1 Standard of design
- EN3 Landscaping Requirements
- EN5 Design and Crime Prevention
- EN17 Locally Listed buildings
- EN34 Utility infrastructure
- OSC15 Provision of Facilities in new residential developments
- OSC17 Loss of community, leisure or religious facilities
- T2 Parking Restraint
- T8 Cycling Network and Facilities
- T9 Bus network and facilities
- T13 Road widening lines
- TC2 Slough Old Town

7.5 Other relevant documents

- Slough Borough Council Developer's Guide Parts 1-4
- Technical Housing Standards – nationally described space standards

7.6 Emerging Preferred Spatial Strategy for the Local Plan for Slough

The emerging Preferred Spatial Strategy has been developed using guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable. This site is not allocated for development within the emerging Spatial Strategy. Protecting the built and natural environment of Slough's suburban areas is one of the key elements in the emerging Spatial Strategy.

7.7 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.

7.8 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."

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues.

7.9 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 in Section 24 of this report.

7.10 Biodiversity Net Gains (BNG).

The planning application was submitted on 20th September 2023. This is before the relevant date of 12th February 2024 which when BNG applies to major development planning applications. As such BNG is not applicable.

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

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

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

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

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

8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- The principle of development
- Heritage and the impact of the scheme on the character and appearance of the area
- Amenity standards for existing and future residents internal space, external amenity space, privacy, day and sunlight, air quality, noise.
- Highways and access and road widening
- Drainage and flood risk
- Landscaping
- Sustainable energy
- Crime prevention
- Infrastructure provision
- Habitat Impacts
- Equalities Considerations
- Neighbour representations
- Presumption in favour of sustainable development

Principle of development

8.2 In its overarching core principles the National Planning Policy Framework states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units infrastructure and thriving local places that the country needs and requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupiers.

8.3 Following the application of the updated Housing Delivery Test set out in the NPPF 2024, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework 2024 and refined in case law.

- 8.4 Core Policy 3 (Housing Distribution) sets out the housing requirement for Slough as it was in 2008. This states that: 'A minimum of 6,250 new dwellings will be provided in Slough between 2006 and 2026'. This minimum number has been exceeded already. But the 6,250 requirement has been superseded by the subsequently introduced requirement to use Local Housing Need for housing figures. This results in approximately 11,400 as a housing need figure for the Core Strategy plan period. By April 2026 it is currently estimated that there will be a 1,600 home shortfall. And current estimates based on preparation for the proposed new Local Plan indicate a shortfall of at least 5,000 over a new plan period.
- 8.5 As a result 11,400 is the housing target that the application should be considered against rather than the published Core Strategy target of 6,250.
- 8.6 The Local Planning Authority cannot demonstrate a Five Year Housing Land Supply. As at April 2025 the Council had a 2.5 year supply inclusive of a 20% buffer applied as a result of the latest Housing Delivery Test. As such, the policies in the Adopted Development Plan which relate to housing supply are treated as out of date. In accordance with Paragraph 11 of the National Planning Policy Framework (inc. footnote 8), the most important policies for determining the application are out-of-date. While an assessment based on the relevant development plan policies and development plan as a whole will be carried out, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits (tilted in favour of housing), when assessed against the policies in the Framework taken as a whole, which is at the end of this section of the report.
- 8.7 Core Policy 1 sets out the overall spatial strategy for Slough requiring all developments to take place within the built up area, predominately on previously developed land. The policy seeks to ensure high density housing is located in the appropriate parts of Slough Town Centre with the scale and density of development elsewhere being related to the sites current or proposed accessibility, character and surroundings.
- 8.8 Core Policy 4 again emphasises that high density housing should be located in the Town Centre The NPPF states within Paragraph 8b) that for sustainable development to be achieved, the planning system has three objectives which are interdependent and need to be pursued in mutually supportive ways, socially, economically and environmentally. This should be taken into account in the assessment of whether the proposal benefits from the presumption in favour of sustainable development. Paragraph 125 of the NPPF also states that planning decisions and policies should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. The site is listed as a brownfield site within Slough's Brownfield Register.
- 8.9 The proposal would provide 21 flats and 3 ground floor retail units within this location. It is considered by officers that the provision of residential accommodation within this location would be appropriate, given that there are a number of residential and commercial uses within the immediate area, surrounding the site. Strategic Objectives

A, B, C, E and F, and Core Policies 1, 3, 4 and 6 of the Core Strategy support the provision of commercial and housing development within this location.

8.10 The site is currently free from development; it should be noted that consent for the demolition of the previous buildings was accepted and therefore the retrospective aspect of this proposal is considered acceptable.

8.11 Furthermore, in terms of principle of development, the proposal for ground floor commercial units with residential development above has been considered acceptable and complies with the relevant National and Local Plan policies and there are no material considerations, or changes to the national policy landscape that lead to anything other than compliance and therefore the principle of development is considered acceptable.

Housing Mix and Supply

8.12 As stated within Paragraph 61 of the NPPF, to support the Government's objective of significantly boosting the supply of homes, the overall aim should be to meet as much of an area's identified housing need as possible, including an appropriate mix of housing types for the local community. This is reflected within the councils development plan through Core Policy 4 which states that high density housing should be located within Slough Town Centre, and urban areas within urban areas outside of the town centre, residential development will predominantly consist of family housing.

8.13 As discussed within the policy section of the report, following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the distribution of housing, regard will be given to the presumption in favour of sustainable development tilted in favour of the supply of housing as set out in Paragraph 11 of the National Planning Policy Framework and refined in case law. Paragraphs 62-71 of the National Planning Policy Framework highlight that in order to boost housing supply, local planning authorities should set out their own approach to housing to reflect local circumstances. Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies by Local Authorities. The Local Housing Needs Assessment for RBWM, Slough & South Bucks (October 2019) suggests in table 39 the following percentage mixes are needed within Slough:

	1 bed	2 bed	3 bed	4 bed
Market	5	19	57	20

8.14 The proposals are considered to provide high density flatted accommodation, with twelve x one-bedroom flats, and nine x two-bedroom flats. Officers consider that the provision of flatted accommodation would be well suited within this town centre location and would comply with the relevant sections of Core Policy 4, providing high

density housing within Slough town centre, and the NPPF. Significant positive weight is applied in the planning balance.

8.15 In relation to affordable housing, Core Policy 4 of the Slough Core Strategy states that on sites proposing more than 15 units Core Policy 4 requires between 30% and 40% of new homes to be affordable. Developer's contributions and affordable housing guidelines state that for smaller developments of between 15 and 24 dwellings a financial contribution will be applicable in lieu of providing 30% affordable housing on site. This development consists of 21 dwellings with no affordable housing being provide onsite. The scheme therefore is expected to make a contribution towards the provision of affordable homes in the borough. The adopted mechanism for achieving this provision is set out in the revised Part 2 of the Council's Developers' Guide September 2017: in lieu of on-site allocation of some of the units as affordable homes, a financial contribution towards off site schemes has been calculated, with payment to be secured through a planning obligation (section 106).

8.16 This mechanism assures affordable housing is brought forward through developments undertaken by the Council itself or its partners, without creating difficulties of multiple landlords within a relatively small housing scheme, or the potential for viability matters to jeopardise the provision on site, either at the planning application stage or at some point between the grant of planning permission and the commencement of the development. It is noted that the previous s106 agreement stated that £262,910.84 was payable towards affordable housing in relation to twelve one bedroom flats, and nine, two bedroom flats, payable in two instalments (each at 50%). It is noted by officers that the first instalment (£131,455.42) was paid in relation to the previous agreement and such approach is applicable to this scheme.

8.17 A S106 agreement has been drafted in order to capture this amount, noting and carrying over this first payment (given that the dwellings were not delivered), with the second and final payment payable prior to the occupation of the development. A new legal obligation will be provided to govern the planning permission for the development, to ensure that this contribution will be revised to accommodate the new mix of 11 1-bed units, 9 2-bed units and 1 3-bed unit (amounting to a required contribution of £281,716.54), paid and that the Council will use it for the provision of affordable homes in the borough.

8.18 The proposed housing quantum and mix together with policy compliant affordable housing contributions would comply with Core Policy 4 of the Core Strategy, and Part 2 of the Councils Developers Guide. Moderate positive weight is applied in the planning balance.

Heritage and the impact of the scheme on the character and appearance of the area

8.19 The site falls within the Slough Old Town Area, which lies within the western end of the Town Centre. The area has been identified as an area of Special Character from the Local Plan, as a result of the number of traditionally designed buildings within the area, particularly at the crossroads to the north of the site, heading into Slough. This forms a part of the historical road pattern that adds to the character of the area. This

designation provided the opportunity to protect and preserve the character of the buildings that existed in the Old Town area, which represent a more traditional style than in the rest of the town centre.

8.20 It is noted however, that within the surrounding area, there are a number of buildings of different scales, varying from 2-10 storeys (the largest of these being the Moxy Hotel north of the site). Notwithstanding this, the majority of buildings in immediate vicinity are 3-4 storeys in height, and are of various design styles and character. Policy TC2 requires that development proposals within the Slough Old Town Area of Special Character must/should comply with the following criteria.

- proposals for the redevelopment or alteration of buildings will be required to be designed in a traditional style, using predominantly traditional materials and be in keeping with the scale of existing buildings. They will also be required to retain the historical road pattern and respect the space between buildings;
- proposals for new shop fronts or alterations or replacements to existing ones will be required to respect the scale, proportions, character, materials and features of the buildings of which they form part. They will be expected to be of traditional style and only use externally illuminated fascias;
- all signs, illumination, fascias, blinds and security shutters should be appropriate to the character of the building and the area in terms of their scale, proportions, detailing and the use of materials; and
- external security shutters will not be permitted.

8.21 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.

8.22 The proposed development would comprise of a modern, flat-roofed design, which is five storeys in height. This would be an increase in height from the buildings that previously existed on site, and from the 2-3 storey buildings that are immediate to the south. The proposed materials include buff coloured brick, but also large areas of glazing and sheet metal. The proposed shopfronts are indicated to be constructed from glazing, stall risers, mullions, pilasters and fascias to accommodate future A schedule of materials, identical to the document submitted as a part of a discharge of conditions application relating to materials (P/16995/003) has been submitted as a through this application, outlining the details of the above materials used.

8.23 Whilst this would not strictly comply with Policy TC2 of the Local Plan, it is noted by officers that there a number of similarly sized, modernly designed dwellings surrounding the site to the west, and immediately adjacent east, built of a similar height and designed with similar materials in relation to a combination of brick and glazing. The rear elevation has been amended from the expired approval to follow the

approved design of approved S73 application P/16995/005, to provide four narrower windows at 3rd floor level as opposed to the wider windows approved under S73 application P/16995/002.

- 8.24 It is considered by officers that this would provide a more uniform design and fenestration pattern in keeping with the lower-level floors. The proposal has been amended compared to the previous approval by proposing a full height elevation with the neighboring property to the south at 22 Windsor Road. This has been carried due to concerns regarding comprehensive development which assessed below. The proposal full height with the two storey property at 22 Windsor Road present a more sudden change in scale.
- 8.25 However this is required to ensure the neighbour site can be appropriately development and in this context within the town centre this change is not considered to represent poor design. The proposed design and materials, as accepted by officers through the extant planning permission, would be in keeping with the character and appearance of the existing surroundings, which are now predominantly designed in this manner and scale, and would provide a building of a high and coherent architectural standard, enhancing the character and appearance of the area and street scene, and helping to achieve the overarching goals outlined in Chapter 12 of the NPPF of Achieving well-designed and beautiful places, Core Policy 8 of the Core Strategy and Policy EN1 of the Local Plan in achieving a high standard of design. Conditions should be imposed to secure details of the materials and a detailed shopfront design.
- 8.26 It is noted that three locally listed buildings have been demolished on site as a part of this proposal, the loss of which was considered as acceptable as a part of the previous expired permission. Policy EN17 states that special consideration will be given, in the exercise of the development control function, to the retention, enhancement and appropriate refurbishment of locally listed buildings together with their setting.. Paragraph 5.62 states “in the event retention is not possible, the Borough Council will seek to have the architectural and historical interest of the building recorded before”. A Level 1 Historic Building Recording document was submitted as a part of a discharge of conditions application (condition 6) in relation to the previous expired scheme (P/16995/002, dated 26/03/2021) and the condition was discharged on 14th June 2022 as the submitted details were acceptable.
- 8.27 The document has been re-submitted as a part of this application. Comments provided by BEAMS, the council’s heritage advisor, state that a retention of the condition in this instance is not required, and that sufficient information has been provided in this respect. It is considered by officers, as per the expired permission, the lost locally listed buildings were of low significance, and consequently the impact of their loss would also be of low significance.
- 8.28 This view by officers is also given, bearing in mind that the character and appearance of the Slough Old Town has now changed to a predominantly modern character and buildings within it are mainly of a commercial scale, dominating the remaining run of older properties on the west side of Windsor Road. Whilst the proposed scheme would

add to this change, and in theory fail to achieve the objective of the heritage policies, the proposed development should also be assessed and given due consideration to other policies within the Local Plan and National Planning Policy Framework, which seek to promote the creation of new homes. It is considered by officers that the benefits of providing new homes and business units to the area within Slough Town Centre would greatly outweigh the impact of the loss of non-designated heritage assets on the character of the area.

- 8.29 The external lighting details are provided through a luminaire schedule which was submitted as a part of application P/16995/003 which was obtained deemed discharge for condition 12 of the extant outline application (P/16995/000). The details provided include the fixing, connections, lamps, LEDs and equipment to ensure the fittings are complete. With regards to the level of illumination no external lights will exceed 600lm which is acceptable. The proposed lighting also does not exceed 4000 Kelvin in accordance with paragraph 25.2 of the Secure by Design (2019) Guidance to ensure blue light content is reduced. The submission of these details would negate the need for the inclusion of condition 12 from the extant outline planning permission.
- 8.30 Further to the above, it is recognized that Policy H9 of the Local Plan (Saved Policies) sets out that a comprehensive approach should be taken in any residential development scheme to ensure that adjoining land which is capable of development is not sterilized, and that commercial schemes which sterilise residential land or prejudice the ability of potential residential units being provided or brought into use will not be permitted. In this instance there has been an unsuccessful application for the development of the adjacent plot (22-28 Windsor Road), and the Council have been in pre-application discussions with its owners. It has been confirmed that there are intentions for a new application to be submitted and for the site to be developed with a residential led scheme. As a result, amendments have been sought to this proposal in order to better facilitate the potential for a new scheme to come forward on the adjacent site. Essentially the scheme no longer steps down in height to the neighbouring property to the south at 22 Windsor Road, thereby removing the terraces by the southern side and removing the side facing windows. On basis of the amendments provided, the proposal would comply with Local Plan Policy H9
- 8.31 Given the above, the proposed design and impact of the development would broadly comply with Policy EN1, H9, TC2 of the Local Plan, Core Policy 8 of the Core Strategy, and the National Planning Policy Framework. Neutral weight is given in this regard.

Amenity of the neighbouring occupiers and future residents.

- 8.32 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. Core Policy 4 of the Core Strategy also states that high density residential development should seek to achieve “a high standard of design which creates attractive living conditions.”

- 8.33 Internally with respect to the size of the flats, from officer's measurements of the plans, all of the flats have a floor area that comply with the Nationally Described Space Standards (NDSS) for one-bed two-person, two-bed three-person and three-bed five-person units (50sqm, 61sqm & 74sqm respectively).
- 8.34 With respect to the provision of external private amenity space, three of the flats are provided with self contained balconies with a further five serviced with a roof terrace. As set out within Slough Borough Council Developer's Guide Part 2, for units within a high-density residential scheme that fail to provide sufficient external amenity space, a contribution towards the enhancement of existing nearby public open space should be provided. As such, a contribution of £300 per unit, prior to the commencement of the development of the expired scheme was secured as a part of the S106 agreement. It is noted that this provision was paid on 17/02/2022. This contribution has been applied to the new S106 agreement as a part of this application. Notwithstanding the financial contribution, the proposal does not provide a good standard of amenity space for future occupiers. There are good reasons for this given the council would object to balconies overhanging the public highway on Windsor Road. Therefore the conflict with Local Plan Policy H14 is tempered and limited harm is allocated in the planning balance as a result.
- 8.35 Under the expired scheme, when considering the impact on the residential amenity of other properties immediately surrounding the proposal site, officers concluded that the proposed development would not have an impact on the enjoyment of any private residential amenity areas of any of the properties nearby. From reviewing the surrounding area and previously approved scheme, the neighbouring parameters to the site in this respect are identical to that of the previous extant permission, with no major alterations in scale around the site. Given this, it is considered by officers that the proposed development would not have an impact on the enjoyment of any private residential amenity areas of any of the properties nearby in this instance.
- 8.36 With respect to the west, to the rear of the site along New Square, there is a three-storey block of flats. The proposed development would be set away from the three-storey block by distances of between 14.2m to 9.95m. Within this three-storey block, there are a number of rooms facing the rear of the proposed development that would open up to internal room areas (bedrooms) or external terrace areas at ground to second floor level. It is noted that there would be a degree of overlooking and potential for loss of privacy, but notwithstanding this, generally given the urban location of the site within a Town Centre area, and that the two buildings would be separated by a public highway (New Square), officers consider that as per the expired scheme, that this window-to-window distance would be acceptable. In regard to the north of the site, there is a three-storey building at 2-10 Windsor Road (Beechwood House) that contains one flank window at ground floor level and 4 flank windows at first and second floor level. It is understood by officers that these rooms are not in residential use (office/commercial use) and therefore there are no concerns of overlooking or loss of privacy to these neighbouring rooms within Beechwood House. To the south, there are a number of two-storey semi-detached properties, namely No.26 Windsor Road. There are no flank windows to the north facing wall, and therefore, it is considered by officers there would be no loss of privacy of overlooking to this property in this regard.
- 8.37 To aid officers assessment of the proposal with respect to sunlight and daylight impacts, a Daylight and Sunlight Assessment report has been submitted alongside the application, to assess the impact of development on the flats to the rear along New Square (to the west). The report and its findings are identical to the one submitted under the extant permission. The British Research Establishment (BRE) provides

written guidance in relation to daylight and sunlight. With respect to the Vertical Sky Component (VSC) which assesses the level of illuminance, the BRE advise that a VSC of 27% should provide reasonable daylight falling on the plane of the window. If the levels fall below that, it should not fall more than 80% (or 0.8 times) its former value. It is noted that within urban inner-city environments, VSC values in excess of 20%. Windows are exempt from assessment if they are more than three times the height above the centre of the existing windows

- 8.38 Fifteen windows of the three storey residential building to the north in New Square have been assessed. Six of these windows have a VSC of over 27% as a result of the proposed development. A further five windows have a VSC of under 27% (between 22.2-25.26%) and equal to/over 0.8 times the former value. Of the four remaining windows, these would have a VSC of under 25 (16.96-21.77%) and would also have a ratio of under 0.8 times the former value (0.74-0.78%). Whilst this would not strictly comply with BRE Guidelines, it is noted that within central urban locations where there is a higher density of buildings, a VSC of 20% may be acceptable, particularly given that these windows are located at ground (three windows) and first floor (one window) level.
- 8.39 With respect to ADF levels, it is recommended that an ADF level of 1.0% is achieved for a bedroom. Of the 4 windows affected, all rooms have a predicted ADF exceeding 1% (1-2.1%). Therefore, it is considered that these windows would achieve the minimum standard for a bedroom. Whilst it is noted that two of the windows would fall below this 20% threshold in terms of VSC, (four being under 25%) as the ADF levels would exceed what is required for a bedroom, it is considered by officers that these bedrooms would be adequately lit to an acceptable standard.
- 8.40 The submitted report also sets out a self-assessment of the daylight levels within the proposed scheme. Of the one hundred and one windows assessed (including the proposed building and the front elevation windows of the block of flats to the rear/west of the site), fifty-one of these would open to habitable rooms. Of this provision, ten of these windows would fail to reach a 27% VSC reading. Of these fifty-two, two of these windows would fail to achieve a rating of 20%. Notwithstanding this, as with the impact on the existing flat windows, the urban town centre location of the site is given as reason to accept a lower VSC threshold of 20% for eight of the rooms, and for the two rooms achieving only 8.74% and 15.64%, the applicant notes that these are bedrooms where *“good daylight is less important when compared to living rooms and kitchens”*. Therefore, officers conclude that as per the extant scheme (the levels have not significantly changed from the expired scheme, the proposed daylight levels for the scheme are considered to be acceptable and on balance, it is considered that the scheme does not warrant refusal of permission on the basis of the internal lighting levels proposed.
- 8.41 With respect to sunlight impacts of the development on existing surrounding dwellings, a sunlight assessment is also provided within the submitted report. With respect to Annual Probable Sunlight Hours (APSH), BRE guidelines state that the APSH received at a given window in the proposed case should be at least 25% of the total available, including at least 5% in winter. Where the proposed values fall short of these, and the loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period. Only windows with an orientation within 90° of south are required to be assessed. Of the neighbouring three-storey development to the rear along New Square, fifteen windows have been assessed. All these windows would suffer from a reduction in their APSH, however, it is not considered that any of these windows would fail to meet all the BRE criteria for APSH.

- 8.42 With regards to the proposed development, all of the rooms that have windows would achieve an overall rating in excess of 25% annually, with only three rooms (two bedrooms and one combined living, kitchen and dining room) receiving 4%, 4% and 3% winter readings respectively. For the bedrooms, this minor shortfall in the winter only is acceptable, and for the Living/Kitchen/Dining rooms, the overall APSH reading achieves 49%. Therefore, as per the extant scheme (the levels have not changed from the extant and proposed scheme, as the design and existing surrounding buildings have not been altered as a part of this proposal) these seasonal shortfalls are not considered to warrant the refusal of the scheme.
- 8.43 With respect to noise and air quality, it is considered by officers following consultations with Environmental Health and Quality, as per the expired scheme, the site would likely experience noise issues, due to its siting, fronting Windsor Road. The proposed design as a part of the proposal shows measures such as extra glazing layers that would be orientated eastwards and northwards towards Windsor Road. In order to secure further information in regards to these elements of sound insulation, it is considered that details in relation to these can be secured by condition, as requested by SBC Environmental Health teams.
- 8.44 Based on the above considerations the proposal is considered to provide a suitable level of amenity for all occupiers of the development and would be broadly acceptable in terms of its impact on the neighbours. The scheme is therefore acceptable in light of the goals of the NPPF, Core Policy 4 and 8 of Council's Core Strategy, and Policy EN1 of the Adopted Local Plan.

Highways and Access

- 8.45 Paragraph 115 of the NPPF states that applications for development should ensure that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location and that safe and suitable access to the site can be achieved for all users. This is reflected in Core Policy 7 Core Strategy. The proposed scheme, as per the expired schemes P/19665/000 and P/19665/002, shows access for vehicles, cycles and pedestrians through New Square, which also acted as the access points to the former buildings on site from the rear, in addition to the three storey block of flats to the west. Level access for pedestrians and cyclists can be achieved from the courtyard entrance at the rear of the proposed development. Details in relation to surface finish and gradients of any access can be secured by condition. Level access from the public footway on Windsor Road (which is to be extended into the development site and dedicated as public highway) can also to be secured and detailed by condition. On both counts the proposed details can be assessed to ensure compliance with the Equalities Act in relation to the provision of safe and convenient access for all users.
- 8.46 The route and vehicle maneuvering space available within "New Square" would appear to be adequate for a refuse vehicle to collect waste from the proposed development, as it does for existing developments on this cul-de-sac. No car parking is proposed for this scheme, which accords with the Council's standards for this town centre location. The site is located within a sustainable location for public transport, with bus routes passing along Windsor Road, and the Train Station, Bus Station and cycle hub within easy walking and cycling distance. Secure and covered cycle spaces are provided to the rear of the development for residents (one space per flat) and employees (two spaces) of the ground floor units.

- 8.47 SBC Highways have commented that given that the application is similar to the expired scheme, no objections are raised in regards to the proposal. This view is given, subject to the attached conditions from the expired scheme being carried over to this renewed proposal, which includes the requirement for an up-to-date Construction Management Plan, prior to the commencement of development. The provision of nil car parking is acceptable for a scheme of this size as it would be in line with the previous permission and the site is located within a defined Town Centre area for residential developments. It is also noted that there are nearby public car parks which are capable of providing parking for the commercial units including Herschel Street, Buckingham Gardens and Burlington Road.
- 8.48 Subject to conditions, the scheme is not considered to have an adverse impact on highway safety and convenience and the scheme is therefore considered to be acceptable in light of Core Policies 7, 8 and 12 of the Core Strategy and Policies T2 and T8 of the Local Plan, The Slough Developers' Guide – Part 3: Highways and Transport (2008) and the NPPF.

Drainage and Flood Risk

- 8.49 The site is located within Flood Zone 1 and is therefore considered to be at minimal risk of flooding. A below ground drainage strategy report has been submitted as a part of the proposal. Following consultations with Thames Water and the Local Lead Flood Authority, no objections have been raised in respect to surface drainage proposals and flood risk subject to conditions, all of which are included within the recommendation.
- 8.50 In light of the above, there are no objections in respect of drainage and flood risk as a result.

Landscaping

- 8.51 As a part of the proposal, a soft landscape report, detailed planting plan and tree pit details have been provided. It is noted by officers that this information is similar to that provided by the applicant as a part of application P/16995/003, which was given deemed approval for Condition 21. It is considered by officers that the comments provided by Sloughs Trees and Arboricultural Team at this time would be relevant to the proposal. The comments were provided as follows: *I am content with the submission of details for the landscape at the frontage of 12-20 Windsor Road. There is one slight discrepancy between the plans and the plant schedule, the plan specifies Pyrus and the schedule states a Sorbus. The applicant must clarify which tree is being planted, either species is acceptable.* It should be noted that reference to planting at the frontage of 12-20 Windsor Road relates to 2 small trees that were and are proposed on the fourth floor terrace of the building. The submitted documents clarify that the pyrus plant will be used. Given the above, it is considered by officers that the submitted details would be acceptable and negate the need for a similar condition as Condition 21 of the extant permission.

Crime Prevention

- 8.52 Paragraph 96b of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:
- 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 beautiful, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas.

- 8.53 This is consistent with the Slough Local Development Plan, through Core Policies 8 and 12 of the Core Strategy and Policy EN5 of the Local Plan which states that all development schemes should be designed in a manner to reduce potential for criminal activity and anti-social behavior through limiting the number of access points, provision of secure boundaries around private and public areas, provision of well-lit external areas subject to natural surveillance without potential hiding areas, use of robust materials and defensive landscaping to deter intruders.
- 8.54 As per the expired scheme, the proposed scheme would provide an enhanced level of human surveillance over the length of New Square and the adjoined junction of Windsor Road, in comparison to the previous situation on site prior to the demolition of the former buildings which experienced limited surveillance, particularly outside of normal working hours. It is noted by officers that from the design of the building there would be a sheltered area created at ground floor as a result of the oversailing first floor to the east towards Windsor Road, over the proposed ground floor retail unit frontage. Notwithstanding this, it is considered that this would be within a visually prominent and exposed location, and would be limited in its depth and not be enclosed, therefore limiting the area's ability to be used as an area to attract anti-social behaviour.
- 8.55 Consultations with Thames Valley Police concluded that as the scheme is similar to the expired scheme, the comments provided at that time would be applicable in this case, noting that details would still be required for the ground floor layout, which would involve the provision of details to minimise the risk of crime and to meet the specific security needs of the application site. This is particularly relevant to the security of the rear courtyard and entrances to the residential and communal areas via New Square which are to be controlled by secured gate access. A condition is inserted to ensure that details to minimise the risk of crime and meet the specific security needs of the site are provided prior to the commencement of the development.
- 8.56 Given the above, the proposed design is considered to reduce and mitigate against any potential criminal activity and anti-social behaviour. The proposal would comply with Policy EN5 of the Local Plan, Core Policies 8 and 12 of the Core Strategy, and the National Planning Policy Framework.

Infrastructure

- 8.57 Core Policy 10 requires that development will only be allowed where there is sufficient existing, planned or committed infrastructure: where there is insufficient infrastructure to serve the needs of the new development the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. In this instance such improvements will include open space provision (as noted above) and a contribution towards the provision of education. The Developers' Guide Part 2 covers both these matters.

- 8.58 It is noted by officers that only 8 of the proposed flats, as per the expired schemes, would contain a courtyard or roof terrace designed for the sole use of the occupier. As previously agreed as a part of the previously approved schemes, a financial contribution has been secured through the previously agreed S106 agreement for at least the remaining thirteen flats towards the enhancement of existing nearby public open space (Herschel Park), at £300 per dwelling (£3,900 total). It is noted by officers that this contribution was paid as a part of the previously approved application. A new S106 agreement has been produced, noting that these payments have been carried over to this application and have already been paid.
- 8.59 Additionally, in relation to Education Contributions, as noted in the Developers Guide, or developments of 15 or more dwellings, a financial contribution for each dwelling will be required. As part of the expired permission and its associated S106 agreement, a financial contribution of £54,288.00 was secured to be paid in to installments (50% each payment). The first installment has been paid and has will be carried over, although due to the change in the mix of units, the required contribution has increased to £58,213 based on the calculation of £903 x 11 dwellings (1 bedroom), £4828 x 9 dwellings (2 bedroom) and £4,828 x 1 dwelling (3 bedroom). The difference between the secured contribution and the required (amounting to £3,925) can be secured through the revised S106 agreement.
- 8.60 Given this, it is considered that the proposal would comply with Core Policy 10 of the Core Strategy. Neutral weight is applied in the planning balance.

Section 106

- 8.61 The following contributions were secured as part of the planning permission P/16995/000:

Obligation	Amount	Received
Affordable Housing	£262,910.84	50% (£131,455.42)
Education	£54,288.00	50% (£27,144)
Open Space	£3,900	Yes (in full).

- 8.62 The obligations required as part of this application are:

Obligation	Contribution	Outstanding
Affordable Housing	£281,716.54	£150,261.12
Education	£58,213.00	£31,069
Open Space	£3,900	£0
Burnham Beeches SAC Mitigation	£11,970	£11,970
To enter into an agreement with KCC Highways to secure land to widen the public highway and to carry out highway works	Not financial	To be secured
Parking permit restrictions	Not financial	To be secured

Equalities Considerations

- 8.63 The Council is subject to the Public Sector Equality Duty in section 149 of the Equality Act 2010, which (amongst other things) requires the Council to have due regard to the need to eliminate discrimination/harassment/victimisation, advance equality of opportunity between people who share (and do not share) a protected characteristic and foster good relations between people who share (and do not share) a protected characteristic.
- 8.64 Having due regard to the need to advance equality of opportunity between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and (iii) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 8.65 Having due regard to the need to foster good relations between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) tackle prejudice; and (ii) promote understanding.
- 8.66 The protected characteristics referred to in the Act are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The PSED is a continuing duty to have regard to the objectives identified in the Act as opposed to requiring the Council to achieve any particular outcome.
- 8.67 Throughout this report, regard has been had to the needs of individuals with these protected characteristics, as required by the Act in order to understand the likely impact of the development proposal on them. Given that the duty is an ongoing one the Council will continue to have regard to it throughout the detailed design stage of this development proposal in due course.
- 8.68 The proposal would provide new residential accommodation. The applicant has advised that 5% of the proposed units will be constructed to meet Part M of Building Regs requirements to provide units for wheelchair users. Access from the public footway to the building is considered appropriate. The proposed commercial (retail) units are shown to have a level threshold access and all floorspace is at ground floor level.
- 8.69 It is considered that there would be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction

works associated with the development e.g. people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction would have the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This could be secured by condition should the scheme be acceptable.

- 8.70 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.

Habitat impacts and Appropriate Assessment

- 8.71 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.
- 8.72 The NPPF states that when determining planning applications, if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. It also states that opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate Core Policy 9 of the Core Strategy relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough.
- 8.73 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.
- 8.74 The application site is within 5.6km (radius) of the Burnham Beeches Boundary. 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. The qualifying feature of the SAC is Atlantic acidophilous beech forests, and it is also a rich site for deadwood invertebrates and important epiphytic communities. One of the greatest pressures to the SAC arises from recreational activity.
- 8.75 The applicant has submitted a Shadow Habitat Regulations Assessment as a part of the proposal. Without suitable mitigation in place the proposal both on its own and in

combination with other projects has the potential to have a likely significant effect on the qualifying features of the SAC

- 8.76 The Council's Burnham Beeches SAC Mitigation Strategy has been produced in consultation with Natural England. This sets out a tariff based approach to secure financial contributions to aid the enhancement and maintenance of open spaces within Slough to attract residents as an alternative to regularly visiting Burnham Beeches. This initial strategy focuses on enhancements at Upton Court Park which is detailed in Appendix 2 of the mitigation strategy. Other projects will be detailed shortly in a revised mitigation strategy. The current tariff for this application is set at £570 per home.
- 8.77 The Applicant's Shadow HRA sets out that mitigation is required to rule out the significant effect on the SAC and proposes a contribution of £570 per dwelling (21 units), towards natural habitat and access enhancements at Upton Court Park. This amounts to £11,970. Consultations with Natural England have raised no objections to the applicants HRA findings, subject to the appropriate mitigation being secured, Officer's confirms that Upton Court Park would have the absorbance capacity for the proposal, and that financial contributions should go towards works and associated long term maintenance of the natural habitat and access enhancements. This will form part of the Section 106 agreement.
- 8.78 The Local Authority has made an appropriate assessment on this application and have concluded that the proposed mitigation measures of £11,970 towards works and associated long term maintenance of the natural habitat and access enhancements at Upton Court Park have been agreed by Natural England and would be in accordance with the Slough's Mitigation Strategy. This mitigation is appropriate and would counteract any potential significant impact of the development on Burnham Beeches SAC as a result of the proposed development It would comply with the NPPF and Core Policy 9 which seeks to ensure that development protects and enhances biodiversity.

9.0 **Planning conclusion**

9.1 *Compliance with the local development plan:*

- 9.2 The report identifies that the proposal complies with most of the most up to date and important relevant saved policies in the Local Plan and Core Strategy. There is a conflict with Local Plan Policy H14 because not all units are provided with private amenity space. However, the conflict is tempered given the council would not support balconies overhanging the public highway along Windsor Road. This therefore attracts limited weight and on balance the proposal complies with the local development plan when considered as a whole.

9.3 *Paragraph 11 d) (ii) of the National Planning Policy Framework:*

- 9.4 The application has been evaluated against the Development Plan, the NPPF and other relevant material planning considerations. The Authority has assessed the application against the planning principles of the NPPF and whether the proposals deliver "sustainable development." The Local Planning Authority 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 d of

the National Planning Policy Framework 2024 and refined in case law should be applied.

- 9.5 This means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole and tilted in favour of the supply of housing.
- 9.6 The report identifies the proposal would with Local Plan Policy H14 due not all units being provided with private amenity space. However, the harm allocated to this adverse impact is tempered to a limited level as the council would not support balconies overhanging the public highway along Windsor Road.
- 9.7 The proposal meets all the other policy requirements set out in the local development plan and the National Planning Policy Framework. The provision of housing at the mix proposed together with a policy compliant financial contribution towards affordable housing provides a moderate benefit in the planning balance. The identified limited adverse impact arising from the sub-standard amenity space provision would not outweigh this benefit.
- 9.8 Subject to securing the legal agreement and agreeing conditions, there are no other adverse impacts that would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole and tilted in favour of the supply of housing.
- 9.9 Based on above, the proposal would result in sustainable development. It is recommended the application be delegated to the Planning Manager as set in the recommendation below.

10.0 **PART C: RECCOMENDATION**

10.1 Delegate to the Planning Manager for:

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

A. Approval subject to:

- (i) Completing a Section 106 agreement to secure the outstanding planning obligations set out in paragraph 8.63 of the planning committee report
- (ii) Finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 25th November 2026, unless otherwise agreed by the Chief Planning Officer.

11.0 **PART D: DRAFT CONDITIONS**

1. 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. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- Drawing No. 1604/P01 A (Existing Location Plan), Dated March 2017, Rec'd on 20/09/2023
- Drawing No. P04 (Proposed Ground to Second Floor Plan), Dated September 2025, Rec'd on 08/12/2025
- Drawing No. 1604/P05 K (Proposed Ground to Second Floor Plan), Dated July 2025, Rec'd on 08/12/2025
- Drawing No. 1604/P06 F (Proposed Third Floor to Roof Plan), Dated July 2025, Rec'd on 08/12/2025
- Drawing No. 1604/P15 M (Proposed Elevations), Dated September 2025, Rec'd on 08/12/2025
- Drawing No. 1604/P16 D (Loading Area - Van), Dated July 2025, Rec'd on 08/12/2025
- Drawing No. 1604/P17 D (Loading Area – Truck/Luton Van), Dated July 2025, Rec'd on 08/12/2025
- Drawing No. 1604/P27 P04 (Proposed South-South West Elevation & Section), Dated July 2025, Rec'd on 08/12/2025
- Internorm Obscure Glazing Brochure, Rec'd 20/09/2023
- Schedule of Materials for Planning Condition 03, Dated June 2021, Rec'd 20/09/2023
- Drawing No. 200731-LP-02 P1 (Tree Pit Details 01), Dated January 2021, Rec'd on 20/09/2023
- Drawing No. 200731-LP-03 P1 (Tree Pit Details 02), Dated January 2021, Rec'd on 20/09/2023
- Drawing No. 200731-LP-01 P1 (Detailed Planting Plan), Dated January 2021, Rec'd on 20/09/2023
- Drawing No. 200731-LP-01 P2 (Detailed Planting Plan), Dated January 2021, Rec'd on 20/09/2023
- Drawing No. 1604/316 B (Typical Lift Pit Detail External / Glass Block Wall), Dated 06/2020, Rec'd on 20/09/2023
- Phase 2 Ground Investigation 12-20 Windsor Road (C15063A), Dated October 2020, Rec'd 20/09/2023,
- Phase 2 Intrusive Investigation Method Statement (IIMS) 12-20 Windsor Road (C15063), Dated May 2020, Rec'd 20/09/2023
- Preliminary Geo-Environmental Risk Assessment, Dated March 2020, Rec'd 20/09/2023
- Groundsure Summary of Findings Report (GS-6666016), Dated 06/03/2020, Rec'd 20/09/2023

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not

prejudice the amenity of the area and to comply with the policies in The Local Plan for Slough, 2004.

3. No construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday, 09:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON: In the interests of the amenities of the area.

4. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting or amending that Order), the ground floor café unit B identified on the approved plans shall not be used for any purpose other than as a restaurant or café as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) or any Order or Statutory Instrument revoking and re-enacting or amending that Order) without the prior written consent of the Local Planning Authority.

REASON: In the interests of the provision and retention of a variety of social meeting places within the town centre, in accordance with national and local planning policy and guidance as set out in the National Planning Policy Framework 2019 and Core Strategy policies 6 and 11 and saved Local Plan policy OSC17 of the Slough Local Development Plan.

5. 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) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”

REASON: 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

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

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

7. 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:
- a) 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.
 - b) Swept path analysis which demonstrates the HGVs required can ingress/egress the site in a forward gear.
 - c) Construction vehicles and to comply with Euro VI Emissions Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
 - d) Details of traffic management measures to control deliveries to site and pedestrian movements on footways (or closures of footways) in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
 - e) Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
 - f) Details of dust control measures and wheel washing facilities to be provided on site.
 - g) Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location: <https://www.slough.gov.uk/licences-permits/abnormal-loads/1>.

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

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

8. No dwelling or commercial unit hereby permitted shall be first occupied until the waste and recycling storage facility for it as shown on the approved drawings has been provided and approved in writing by the Local Planning Authority. The approved storage shall remain available to the residents and occupiers for the duration of the occupation of the dwelling or commercial unit.
REASON: To secure appropriate provision of storage for waste and recycling materials in accordance with national and local planning policy and guidance, as set out in the NPPF 2023 and Core Strategy policy 8 and saved Local Plan policies S11 and EN1 of the Slough Local Development Plan.
9. No occupier of the residential development hereby approved shall be entitled to a car parking permit from the Council to park on the public highway within the local controlled parking zone or any such subsequent zone.
REASON: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street parking stress in the area in accordance with

residential properties in accordance with Core Policy 7 of the Slough LDF 2006-2026.

10. No part of the development shall be occupied until covered and lockable cycle parking stores with minimum dimensions of 2m in length x 2m in height and 1m in width are provided for each flat. The cycle parking shall be provided in accordance with these details 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. No part of the development shall be occupied until bin storage has been provided in accordance with the approved plans and standards set out in the Slough Developers Guide.

REASON: To ensure that adequate refuse storage is provided to serve the development.

12. No part of the development shall be occupied until the dropped kerb and servicing bay at the rear of the site have been sited and laid out in accordance with the approved plans and pursuant to the relevant highways agreement. The servicing bay shall be used solely for the purpose of servicing the retail units at ground floor level and for no other purposes. The means of access should be maintained in this form in perpetuity.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

13. No development, within or adjacent to any area(s) subject to remediation works carried out pursuant to the tasks recommended by the **Phase 2 Ground Investigation (Ref. no. C15063A), dated October 2020 and prepared by Ground Engineering**, shall be occupied until a full final **Validation Report** for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Phase 3 condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

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

14. Before any above ground works commence a detailed design of surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- i) Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures
- ii) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations which will include a 10% allowance for urban creep.
- iii) Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
- iv) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.
- v) Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

REASON: To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

15. No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption. The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used. A site plan including access points, maintenance access easements and outfalls.

Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site. Details of expected design life of all assets with a schedule of when replacement assets may be required.

REASON: To ensure the future maintenance of drainage systems associated with the development.

16. No Occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, Ref. P/16995/008(003) FLOOD RISK ASSESSMENT AND DRAINAGE STATEMENT has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority The report shall include:
- a) Any departure from the agreed design is keeping with the approved principles
 - b) Any As-Built Drawings and accompanying photos

- c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
- d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- e) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

REASON: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site

17. No development hereby permitted shall be commenced until details of the noise attenuation properties of the east-south east facing windows (fronting Windsor Road) of the development are submitted to and approved in writing by the Local Planning Authority. No dwelling on the site shall be first occupied until the development has been implemented in accordance with the approved details.

REASON: To secure an acceptable standard of living conditions within the new development in accordance with national and local planning policy and guidance as set out in the NPPF 2023 and Core Strategy policy 8 of the Slough Local Development Plan.

18. No development hereby permitted shall be commenced until details of the mechanisms, installations, equipment and housings (collectively referred to as "installations") to deal with the extraction of pollutants and ventilation associated with the commercial floor areas within the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location, appearance, period of operation and levels and nature of noise and other emissions of the installations, together with a schedule of their maintenance. The details shall be designed to ensure that noise levels experienced within dwellings within the development do not exceed a Noise Rating (NR) of 30 (based on the maximum level in each octave band). No dwelling shall be first occupied until the development has been implemented in accordance with the approved details and has been tested to the written satisfaction of the Local Planning Authority. The development shall be so retained thereafter.

REASON: To secure an acceptable standard of living conditions within the new development in accordance with national and local planning policy and guidance as set out in the NPPF 2023 and Core Strategy policy 8 of the Slough Local Development Plan.

19. No development hereby permitted shall be commenced until details to minimise the risk of crime and to meet the specific security needs of the application site and the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

REASON: To secure a safe and attractive environment for the site and its vicinity in accordance with national and local planning policy and guidance as set out in the NPPF 2023 and Core Strategy policies 8 and 12 and saved Local Plan policy EN5 of the Slough Local Development Plan.

20. Prior to development progressing above the internal ground floor level, a detailed shopfront design pursuant to the approved plans shall be submitted and approved by the local planning authority. The detailed design shall include large scale drawings, sections both clearly annotated with the proposed materials together with a materials schedule providing the details and imagery of the proposed materials. The development hereby approved shall be carried in accordance with the approved details.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2024).

Informatives

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
3. 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.
4. 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.
5. 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.
6. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council, at the expense of the applicant, will carry out the required works.
7. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
8. The applicant must enter into an agreement under s177 of the Highways Act 1980 to allow the building/ to oversail the highway (once dedicated).

9. The applicant must enter into an agreement under s178 of the Highways Act 1980 to allow a rail or beam to oversail the highway in the form of a crane for construction.
10. The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
11. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new units.
12. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
13. Please note that the comment on the acceptability covers only submissions for the proposed surface water drainage scheme for the development.
14. We ask to be re-consulted on this requested surface water drainage information. We will provide you with bespoke on formal re-consultation.