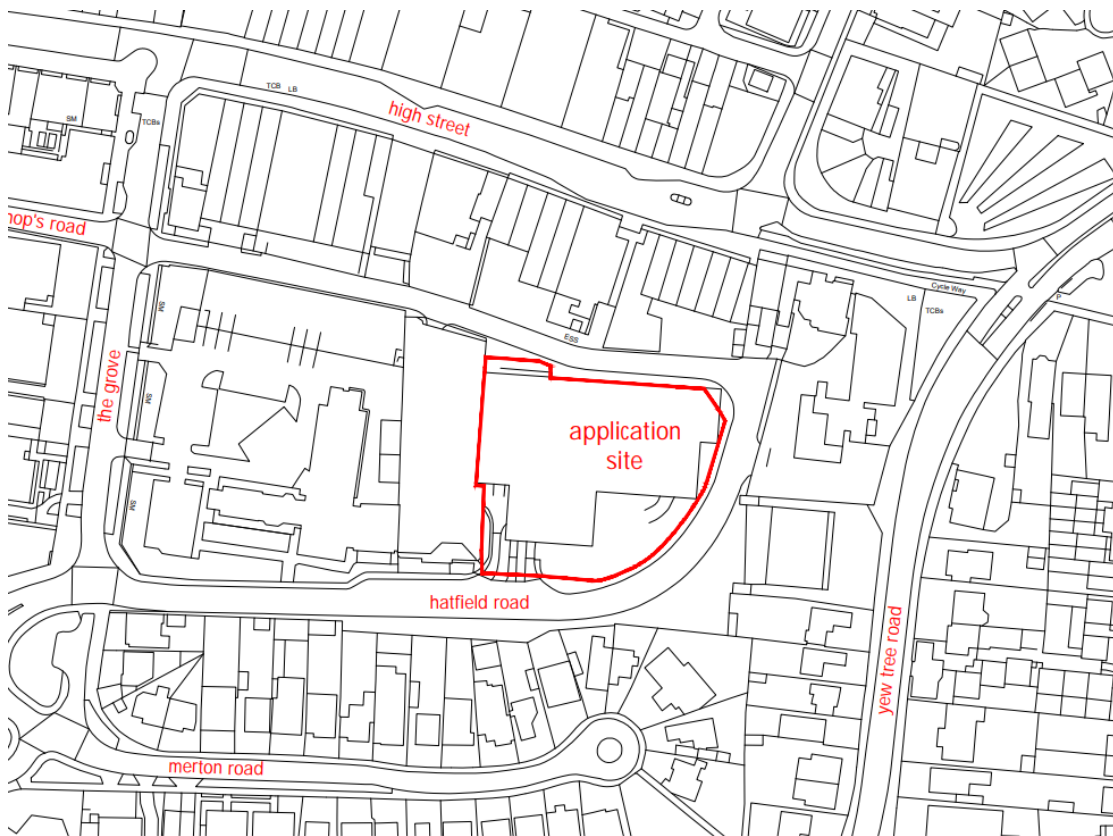


Registration Date:	28-Nov-2025	Application No:	P/00186/004
Officer:	Alex Harrison	Ward:	Herschel Park
Applicant:	Mr. Daniel Bradbury, Elstree Land (Hatfield) Ltd	Application Type:	Dwellings Major
		13 Week Date:	27 February 2026
Agent:	Mr. Ben Thomas, Savills 33 Margaret Street, London, W1G 0JD		
Location:	Land at Hatfield Road Car Park, Hatfield Road, Slough, SL1 1NB		
Proposal:	Demolition of existing car park and associated structures and development of 84 residential dwellings with associated parking, access, amenity areas and hard and soft landscaping		

Recommendation: Delegate to the Planning Manager to approve, subject to section 106.



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Under the current constitution this application is being brought to Committee for decision as the application is for major a development.
- 1.2 Having considered the relevant policies of the Development Plan set out below, the representations received from consultees and the community along with all relevant material considerations, it is recommended the application be delegated to the Planning Manager for:

A. Approval subject to:

- (i) the satisfactory completion of a Section 106 legal agreement to secure obligations for affordable housing provision, education, car club contribution, travel plan monitoring, Burnham Beeches Special Area Conservation mitigation payment and requirement to enter into a Section 287 agreement Traffic Regulation Order for highways works.
- (ii) Expiration of an amended press advert on 12 June 2026 and no substantive material objections being raised;
- (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 30th November 2026, unless otherwise agreed by the Chief Planning Officer.

PART A: BACKGROUND

2.0 Proposal

- 2.1 The application seeks full planning permission for the demolition of the redundant car park at the site and its redevelopment to provide 84 flats with associated landscaping, car and cycle parking and bin storage.
- 2.2 The proposal shows what is effectively a single building on the site that provides perimeter frontage on the north, east and south sides. The scale of the development is consistently 4 storeys with detail variations provided through a mix in external materials and detailing in the façade. A central courtyard provides enclosed communal amenity space for residents.
- 2.3 The housing mix for the scheme proposed is as follows:
- 33 no – 1 bed flats
 - 47 no – 2 bed flats
 - 4 no – 3 bed flat

2.4 Access to the site for vehicles is at the southwestern corner and there are 26 parking spaces proposed, with 3 of these being accessible spaces. The access is gated to create an enclosed development. Landscaping is provided at the frontages of the site allowing for a set back of the buildings themselves. A new substation is proposed at the northwestern corner of the site which would sit independent of the residential scheme and be accessed directly from Hatfield Road.

2.5 The currently proposed scheme is an amended proposal from the original submission. The initial application proposed a development of 102 flats in a similar layout but had a scale that varied between 4 and 6 storeys with an undercroft car park as part of the development footprint. The plans were amended by the applicant following a review into their development viability and proposed at a lesser quantum of units.

2.5 The application was originally submitted with the following technical content:

- Design and Access Statement
- Planning Statement
- Transport Assessment
- Phase 1 Ground Conditions survey
- Drainage Strategy and Flood Risk Assessment
- Sustainable Drainage Assessment
- Preliminary Ecological Appraisal
- BNG Statement
- BNG Metric
- Habitat Regulations Assessment
- Air Quality Assessment
- Noise Assessment
- Energy Statement
- Daylight/Sunlight Assessment
- Viability Assessment
- Archaeological Assessment

3.0 Application Site

3.1 The application site is the closed Hatfield Road multi storey car park, a facility that provided parking spaces over 6 floors.

3.2 Access is gained at the southern part of the site via controlled barrier and while it was an open facility it was permeable by pedestrians.

3.3 The site is 0.4ha in size and sits within the designated Town Centre. There are a mix of uses close to the site with notable residential development at Thames Central to the immediate west of the site.

4.0 Site History

4.1 The following applications account for the relevant planning applications at the site:

P/00186/002

Installation of transformer and loss of one parking space.

Approved 27/04/1988

P/00186/003

Use of ground floor of Hatfield multi storey car park as a Sunday market in conjunction with the Pied Horse Public House.

Withdrawn 28/12/2006

5.0 Neighbour Notification

5.1 Due to the development being a major application, in accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), site notices were displayed outside the site on 10/12/2025 and was advertised in the 16/01/2026 edition of The Slough Express. Following amendments, new notices were erected at the site on 14 April 2026 and a new advert published on 22/05/2026.

5.2 One letter of objection has been received, raising the following summarised planning issues:

- Loss of town centre car parking facility
- Insufficient residential parking proposed
- Pressure will be placed on local infrastructure
- Insufficient supply of affordable housing

Officer Note:

The above objection will be addressed in the report below.

The objection was received relating to the original scheme (noting now there are less units being proposed from 102 to 84 units) and no further objections have been received on the amended scheme. Should any further comments be received, these will be reported on the Amendment Sheet.

6.0 Consultations

6.1 Transport and Highways

No comments received, Members will be updated via the Amendment Sheet.

6.2 **Thames Water**

Waste Comments:

Following initial investigations, Thames Water has identified an inability of the existing SEWAGE TREATMENT WORKS infrastructure to accommodate the needs of this development proposal. As such Thames Water request the following condition be added to any planning permission.

“No development shall be occupied until confirmation has been provided that either:- all sewage works upgrades required to accommodate the additional flows from the development have been completed; or - a development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason – Sewage Treatment Upgrades are likely to be required to accommodate the proposed development. Any upgrade works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.

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.

Thames Water would advise that with regard to the FOUL WATER network capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to the SURFACE WATER network capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments:

Following initial investigations Thames Water has identified that, the proposed development is located within a Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water request that the following condition be added to any planning permission:

“Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy.”

Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters'

Groundwater Resources Team email
GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.

Note: It is anticipated that a Source Protection strategy should be supported by other planning application documentation. The documentation will normally consist of a Construction Environmental Management Plan; Piling risk assessment; Surface water drainage plan; and Groundwater monitoring plan. These documents should align with the purpose of protecting groundwater however, if a particular document is not applicable for the development a short technical note to explain would be appropriate.

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. As such Thames Water request that the following condition be added to any planning permission.

No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development”

The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.

6.3 **Local Lead Flood Authority**

No comments received, Members will be updated via the Amendment Sheet.

6.4 **Environmental Quality**

Air Quality Comments

The development location is not in an area that is likely to experience exposure to poor air quality, as it is sufficient distance from major roads such as the A4 and Yew Tree Road. The development once occupied is also unlikely to contribute to a worsening of air quality, as the number of car parking spaces is being reduced from 571 spaces to 31 spaces as a result of the scheme. This development will however have potential to impact air quality during the construction of the scheme, which will need to be managed through the implementation of a Construction Environmental Management Plan (CEMP).

Overall, the scheme is deemed to have a minor air quality impact. In line with the Low Emission Strategy, the following mitigation measures will be required:

Mitigation Requirements

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. In line with the Transport Assessment (ref 2407870-ACE-XX-XX-RP-C-0100), all car parking spaces should have access to electric vehicle charging infrastructure.
- A Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works.
- The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report.
- All construction vehicles shall meet a minimum Euro 6/VI Emission Standard.
- All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report.

Environmental Noise Comments

An Environmental Noise Assessment has been prepared by Ardent Consulting Engineers, dated November 2025, in support of this application.

It is noted under Section 2 (Local Authority Liaison) that contact was made with SBC for comment on their noise methodology on 11th November 2025. A response was issued by 25th November 2025 which has not been included in this report. Nevertheless, the requests outlined in the SBC consultation response appear to have been addressed in the report, except for a log of noise observations during the attended site visits. The text however explains the reasoning for the additional attended monitoring (to assess existing plant noise) therefore this omission is accepted.

Noise Survey and Results

The assessment is informed by a noise survey, undertaken between 9 and 14 October 2025, therefore representing weekday and weekend noise at the site. The survey consisted of two long term monitoring locations (MP1 and MP2) in place over the five days, and four attended monitoring periods (AMP1-4) to capture noise from plant associated with commercial uses nearby. In terms of potential noise sources, the area is primarily residential, with the High Street and Yew Tree Road in close proximity, and commercial uses located to the north and east of the site. Traffic noise was noted as the dominant noise source at the site.

A summary of noise monitoring results is provided in Table 3-2, which indicates that noise levels were highest at MP2 on average due to road traffic on Yew Tree Road and plant noise towards the north-east of the site. The

representative background sound level across the site has been determined as 46dB LA90 during the day and 39dB LA90 during the night, using data from MP1 represented in the report as a histogram. As this monitoring site experienced lower noise levels, this is considered a robust approach.

A noise model has been produced using CadnaA based on the noise measurements, with contour maps presented in Appendix B. The contour maps indicate that noise levels are lowest in the central external amenity area, the western and north western facades of the development on the ground floor, with noise increasing with height. The eastern façade experiences the highest noise levels.

Assessment of Specific Noise Sources

The demolition and construction phase has been discussed in Section 4, which will produce noise during demolition, site clearance and excavation, piling and concreting operations. Table 4-2 presents the construction target noise level using the BS5228 ABC method, and is followed by best practice recommendations to reduce noise. These shall all be required to feature within the Construction Environment Management Plan, which will be required via condition.

Road traffic noise has been considered in Section 5. As there is a significant reduction in the number of vehicle trips when comparing the proposed and existing use, road traffic noise will not result in adverse impacts and has not been considered further. This is accepted.

Existing fixed plant is considered in Section 6. The existing fixed plant has been included as a point source within the noise model based on the measured data. As road traffic noise is dominant over the existing plant noise, the mitigation applied to address traffic noise is likely to also control noise from the existing fixed plant. This approach is accepted.

Fixed plant associated with the proposed development is discussed in Section 7. As no details of plant have been provided, the report proposes to limit cumulative noise rating level from fixed mechanical plant to not exceed the representative background sound levels of 46dB during the day and 39dB during the night. This will be secured via condition. It is noted in the drawings that there will be air source heat pumps installed on the western façade facing the Grand Heights building, which has potential to cause disturbance to these residents. As such, evidence needs to be provided which demonstrates that the heat pumps will comply with the plant noise condition.

Mitigation

Figure 8-1 presents the facades that are required to have closed windows and an alternative ventilation strategy to enable internal noise level criteria to be met. This will be applicable to all properties on the 5th and 6th floors, and properties on the first to fourth floors on the north eastern, eastern and southern facades.

To mitigate against external noise sources, the report proposes glazing meeting 29dB Rw, and ventilation meeting 35dB Dnew. No specific product recommendations have been provided, therefore full details of the glazing and ventilation to be installed for the scheme, with evidence that they meet the required acoustic performance requirements, shall be required as condition.

In regards to overheating resulting in noise impact, Approved Document O indicates that windows are likely to be closed during the night if noise within bedrooms exceed 40dB LAeq8h. The contour maps provided in Appendix B indicate that this level is unlikely to be exceeded. In line with the AVO guidance, the development is primarily considered negligible to low risk, therefore the use of open windows as the primary means of mitigating overheating is not likely to result in adverse noise effect.

External amenity

In regards to external amenity, good design principles have been followed by creating a screened central area which will experience noise levels up to 45dB according to the noise contours shown in Appendix B. In addition to the central area, many of the units appear to have access to private balconies. The contour maps show that almost all of the balconies will fall within the threshold prescribed by BS 8233 (50dB-55dB), with the eastern façade potentially exceeding this slightly. Considering the urban nature of the development location, this is acceptable.

Summary

In summary, the development is not expected to result in adverse noise impacts, nor is it likely to subject future occupants to adverse noise levels.

To ensure that this is the case, the following information should be provided by the applicant:

- Noise information for the proposed heat pumps, with evidence that it shall meet the plant noise limits specified below.

The following conditions must also be met:

- Submission of a Construction Environment Management Plan which contains measures to reduce noise impact, specifically referencing the construction target noise levels presented in Table 4-2, and the best practice recommendations outlined in Section 4.4 – 4.10.
- The cumulative noise rating level from fixed mechanical plant shall not exceed the representative background sound levels of 46dB during the day and 39dB during the night.
- Full details of the glazing and ventilation to be installed for the scheme must be provided, with drawings showing which glazing specification will

be applicable to which facades, and evidence that they meet the required acoustic performance requirements shown in Table 8-2 and Table 8-3.

6.5 **Designing Out Crime**

The proposed scheme raises a number of significant concerns from a designing out crime perspective. I therefore submit a holding objection and request that the following matters are addressed through a revised plans/additional information submission, prior to the determination of the application:

Car Park

The external car park area of the development is not secured from access by the general public. The area would be overlooked by a number of apartments. However to further improve the security of the site, and any cars parked on site, the area should be gated to the front of the building line, with access controls so that it is only accessible by residents.

If it can be demonstrated that this is not deliverable or feasible then at the very least, the internal undercroft car parking area will need an access controlled gate, and fences and gates will need to be added to restrict access into the internal courtyard to residents only.

Main Entrances to Flats

The main entrances to the flats (for residents, visitors, postage and deliveries) should be from the front elevation of the building. This has been mostly achieved, apart from the entrance to block 3 where the main entrance would be from the courtyard area to the rear of the building.

The courtyard area should be a secure private/communal space with no access by the general public. If open access is allowed, this will make the whole development less secure (opening up more potential access points into the building, and cycle stores), providing the opportunity for inappropriate loitering in the space by non-residents and increasing the possibility for anti-social behaviour to occur.

The internal arrangement of block 3 should therefore be reorganised so that the main entrance can be from the street.

Defensive Planting

The submitted landscape plans do not include the proposed floor plans, so it is difficult to see how the proposed perimeter landscaping aligns with ground floor windows etc. However, the proposed landscape arrangements do not appear to line up with proposed entrances/doorways and should be reviewed.

In any case, "ornamental planting" is proposed around the perimeter of the building. This should be replaced/supplemented with defensive planting (thorny species) to a depth of at least 1m which can provide additional security to ground floor windows and balconies.

Balcony Design

The design of balconies should be reviewed to ensure that there are no elements of the design which could provide a climbing aid.

Access and Security Strategy Further information is needed on the proposed access and security strategy for the apartments. This should be provided prior to the approval of the application. The Access and Security Strategy should include:

- Access control measures for residents and visitors: Unrestricted access into apartment blocks must not be possible, and access should be controlled by a two-way audio visual system with remote access controls. No trade buttons should be present.
- Postage and Deliveries: Postal services must not have unrestricted access to private communal areas, and mail delivery should be provided within a secure access controlled lobby at the entrance to the building (an air-lock entrance arrangement as part of access control strategy), or via secure external letter boxes (certified to TS 009) (see section 39 of SBD)
- Compartmentation: Proposals for compartmentation of the building so that residents only have access to parts of the building that they need to, as offenders have the potential to be both external and internal to the development. Secure lobbies should also be extended to each floor to enable effective compartmentation.
- Security of Bin and Cycle Store
- Window and Door security Specification: Communal doorsets (such as main entrance doors, cycle store, bin store) will need to be robust given the amount of use they will get). It is therefore recommended that they should be to LPS 1175 Issues 8 A3 or equivalent. If to PAS 24, to ensure the doorsets meet the individual standards for both physical security and durability, the door sets should also meet the relevant durability standards of BS 6375. BS 6375 offers a number of classes based on level of usage and therefore a tested number of activations.

All ground floor windows and doors (including access to ground floor balconies) should be considered accessible for the purposes of specifying the appropriate security rating.

It is noted that double leaf doors have been proposed for a number of the entrances into the building. Double leaf doors can be difficult to secure, requiring one leaf to lock into another. Therefore, single leaf doors often provide a more secure doorset and should be considered.

- CCTV: Proposed locations, monitoring and management
- Lighting: 24-hour lighting (switched using a daylight sensor formally called photoelectric cells) to communal parts of blocks of flats will be

required. It is acceptable if this is dimmed during hours of low occupation to save energy. This will normally include the communal entrance hall, lobbies, landings, corridors and stairwells and undercroft parking facilities and all entrance/exit points. Technology exists in respect of energy efficient light dimming systems and other means of ensuring that security lighting is intelligently provided in the right quantities and only at the right time.

As a general point, and for any future specification for the development, I would recommend the applicant consults the guidance provided by Secured by Design Residential Guide 2025.

Officer Note:

These comments were provided on the initial proposal which has been amended. No further comments received to date, but Members will be updated via Amendment Sheet.

6.6 **Contaminated Land Officer**

No comments received.

6.7 **Natural England**

No comments received. Should any comments be provided they will be reported on the Amendment Sheet to Committee.

6.8 **Archaeology**

Raised no objections, subject to conditions.

6.9 **Ecology/BNG Consultant**

Based on the information provided regarding the application site, no further ecological information is required to be provided prior to determination.

Prior to commencement, a completed Biodiversity Gain Plan with an updated Small Sites Metric should be provided to reflect the provision of 10% BNG on-site. The metric will be needed to discharge the Biodiversity Gain Condition.

7.0 **Policy Background**

7.1 **National Planning Policy Framework:**

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision-making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 10: Supporting high quality communications
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

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

- Core Policy 1 (Spatial Strategy)
- Core Policy 3 (Housing Distribution)
- Core Policy 4 (Type of Housing)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability and the Environment)
- Core Policy 9 (Natural, Built and Historic Environment)
- Core Policy 10 (Infrastructure)
- Core Policy 12 (Community Safety)

Local Plan for Slough March 2004 policies:

- EN1 (Standards of Design)
- EN3 (Landscaping Requirements)
- EN5 (Design and Crime Prevention)
- EN17 (Locally Listed Buildings)
- H13 (Backland/Infill Development)
- H14 (Amenity Space)
- T2 (Parking Restraint)
- T8 (Cycling Network and Facilities)
- T9 (Bus Network and Facilities)
- OSC17 (Loss of Community, Leisure or Religious Facilities)

Other Relevant Documents/Statements

- Local Development Framework Site Allocations Development Plan Document
- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map
- Nationally Described Space Standards
- Slough Low Emission Strategy 2018 – 2025
- DEFRA Technical Guidance TG (16)

- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017
- Slough Regeneration Framework
- Interim Planning Framework for the Centre of Slough

The site is not an allocated site in the Slough Local Development Framework Site Allocations Development Plan Document

Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published 2024.

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.

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

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:
“For decision making this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this

Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination”

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

7.2 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.

7.3 The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This sets out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough.

The consultation document contained a revised Local Plan Vision which supports the Council’s vision for Slough as a place where people want to “work, rest, play and stay.”

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

7.4 National Planning Practice Guidance (NPPG)

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

7.5 Fire Safety Provisions - DLUHC Guidance - Fire safety and high-rise residential buildings (from 1 August 2023)

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

7.6 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.

7.7 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)

7.8 Biodiversity Net Gain

In England, Biodiversity Net Gain (BNG) is now mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Under the statutory framework for biodiversity net gain, subject to some exceptions. One of which is if the application was submitted under S73 of the Act and the original planning permission was either applied for, or granted, before 12 February 2024, the original application having been validated in September 2021. Notwithstanding the above given the extent of hardsurfacing the site is also below the 25m² threshold for requiring BNG. Therefore, this proposal is exempt from the mandatory 10% net gain requirement.

7.9 Equality Act

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

8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of Development
- Supply of housing
- Design and impact on the character and appearance of the area
- Impacts on neighbouring amenity
- Impacts on amenity of future occupiers of the development
- Transport, Highways and parking
- Drainage
- Contamination
- Landscape
- Energy and Sustainability
- Air Quality
- Affordable Housing and Infrastructure

- Habitat Impacts
- Crime Prevention
- Equalities Considerations
- Neighbour representations
- Presumption in favour of sustainable development

9.0 Principle of Development

- 9.1 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.
- 9.2 Core Policy 4 again emphasises that high density housing should be located in the Town Centre area and that outside the Town Centre the development will be predominately family housing at a density related to the character of the area. In particular, in suburban residential areas, there will only be limited infilling consisting of family houses which are designed to enhance the distinctive suburban character and identity of the area. The site is not identified as a development site within the Slough Local Development Framework Site Allocation Document DPD. The proposal is for a flatted development which accords with the policy.
- 9.3 The site has been purchased by the enquiry party having been marketed for disposal by Slough Borough Council. The Council closed the car park on 31/03/2026 and since then it has been vacant with security fencing around the perimeter. While the proposal will result in the loss of a car park within the town centre it is noted that the site was identified for disposal by the Council. There are some considerations into the loss of parking for the town centre, but this has to be balanced with the fact that the Council has knowingly identified this site for disposal.
- 9.4 The proposed redevelopment of the site will provide new housing at a time when the Council is unable to demonstrate a deliverable 5-year housing land supply, and it will deliver policy compliant affordable housing at a time when the Council has a shortfall of such units. These would be considered positive benefits of a proposal that would be given substantial weight in deliberations.
- 9.5 The redevelopment of the site would introduce residential units at a central location in the town. Such a proposal is regarded as making an effective use of previously developed land which is a core principle of the NPPF. The applicant was asked to consider the merits of a higher density scheme which would be more reflective of the scale and density of surrounding development under the argument that there could be an even more efficient use of the land. The applicant responded to advise that increasing the scale and bulk has a major implication on the viability of the scheme for reasons relating to costs, construction methods and fire safety which would

compromise benefits that the current scheme is able to provide, such as affordable housing.

9.6 It is considered that the principle of development of this site for residential use is acceptable in light of adopted development plan policies and the circumstances that have led to the enquiry party obtaining the site.

10.0 Supply of Housing

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

10.2 Slough Borough Council is in the process of preparing a new Local Plan for Slough which covers the 20 year plan period between 2016 and 2036. The Council's Housing Delivery Action Plan (July 2019) confirms that the objectively assessed housing need for the plan period is 893 dwellings per annum (dated April 2019). The emerging targets are for the delivery of near 20,000 new homes over the plan period in order to ensure this strategic target is achieved and exceeded to allow for additional population increases over the lifetime of the Local Plan

10.3 Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework, the Local Planning Authority cannot demonstrate a Five Year Land Supply. The proposal for 24 residential units would make a contribution to the supply of housing, which could be built-out relatively quickly in spite of there being viability issues. Given that that the tilted balance is engaged, this contribution would in principle attracts positive weight in the planning balance.

10.4 In terms of housing mix, the recommended housing mix for Eastern Berks and South Bucks Housing Market Area is defined in the Strategic Housing Market Assessment (SHMA) February 2016.

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

10.5 This housing mix for the scheme proposed is as follows:

- 33no – 1 bed flats
- 47no – 2 bed flats
- 4no – 3 bed flat

10.6 Some flexibility can be exercised in relation to the table above depending on the location of development and the characteristics of the surroundings. In this instance the site is located within the Town Centre and is regarded as being in a highly sustainable location, close to jobs, services and public transport with many of these within walking distance. Such a location lends itself to a higher density of residential accommodation. A higher concentration of 1-bed units is proposed which is against the SHMA mix but in this instance can be accepted. The scheme also proposes a larger percentage of 20-bed units and also has 4no 3 bed units.

10.7 Considering the individual merits of the current proposal, the housing mix is not considered to have an adverse impact that would warrant a refusal of planning permission. There is a negative impact to weigh as part of the planning balance but this also has to be considered against the benefit of providing 4no 3-bed flats, all of which will form part of the affordable housing stock.

11.0 Design and Impact on Appearance and Character of the area

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

11.2 Core Strategy Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. Core Policy 8 outlines:

'All development will:

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

11.3 Siting and Layout

The proposal has been designed to create frontage as much as possible. As an 'end site' all boundaries aside from the west as open and prominent

in the streetscene. The layout of the building allows for the creation of frontage on all exposed sides apart from the location of an access. This is a successful design feature of the scheme as it does not result in inactive areas or a part of the site that turns it back to the street scene.

- 11.4 Vehicle access is in the same location as existing but is narrowed to suit residential use. The parking spaces are bordered with landscaping, and access is fenced to provide security. The layout of the building allows for the creation of a communal courtyard area which is landscaped and accessible by all.
- 11.5 Internally the building is split into three cores which spreads the footfall across the site. Each core has access to the internal courtyard and the public highway the surrounds the site. Integrated cycle and bin stores are also proposed within the layout.
- 11.6 A new substation is proposed at the northwestern corner of the site, this has been amended to move it to the corner as much as possible so that it is not a prominent feature in the streetscene that would detract from the overall design.
- 11.7 Scale, massing, height.

The scale of the development is consistently 4 storeys which is a low density compared to the Grand Height to the west. The scale is reduced from the original submission which proposed a mixture of 4 and 6 storeys. The scale of the proposal is considered acceptable as it acts as a transition scale between the taller buildings to the north and the lower density homes to the south.

- 11.8 The site has the potential for a taller building given its central location but at the same time the scale proposed is not out of character or results in any detracting impact on the character of the area.
- 11.9 The perimeter design of the building results in a consistent mass and bulk across the site. Due to the height of the development it is not considered to be overbearing but it is important to ensure the detailing of the finish is of a high standard as it will be this aspect of the design that determines its success as a high-quality addition to the built environment

- 11.10 Material and façade treatment

As stated above, the treatment of the facades is key to the success of the scheme due to its consistent bulk and massing. The scheme is proposed to be faced in brickwork with the plans suggesting 3 different bricks across the development which aids to break up the bulk and provide visual interest.

The brickwork provides a strong contrast to appearance as per the image below.



11.11 The image above also shows that the development proposed detailing through brickwork to create visual interest and reduce large areas of facing brick. Prominent balcony arrangements also add to the visual quality of the development.

11.12 The tops of the building are shown as detailed parapets with slight variations in height achieved which serves to break up a continuous rhythm of the development to its benefit.

11.13 Ancillaries

The proposal has amended the location of the substation to remove it from a more prominent location in the street. Ideally this would not have been part of the development but is required to be in an accessible location for maintenance. The siting is considered acceptable on balance. The external treatment of the substation has been proposed to match the residential building which aids its assimilation into the streetscene. The original layout proposed a detached cycle store in the courtyard area and this has been removed at the request of Officers and forms part of the building itself.

11.14 It is considered that the proposed development would comply with the NPPF along with Core Policies 1 and 8 of the Core Strategy 2008 and Policies EN1, EN17 and H9 of the Local Plan 2004.

12.0 Impact on neighbouring amenity

12.1 Policy 8 of the Core Strategy requires that the design of all new developments should respect the amenities of adjoining occupiers. Local Plan policy H9 states that a comprehensive approach should be taken in any residential development scheme to ensure that adjoining land which is capable of development is not sterilised.

12.2 The new building will be sited in the same location as the car park structure. This is immediately adjacent the recently converted former office

to the west, known as The Grand Heights. The bulk of the proposal is greater than the car park but the height is less. The proposed development does not adversely affect any of the windows in this neighbouring a building and has no impact on daylight/sunlight or overbearing amenity as a result.

- 12.3 There are a number of flats to the north of the site. New Salisbury House sits at a minimum of 25 metres from the proposal which is sufficient distance to ensure no significant adverse impact through overlooking. The scale of development and distance also ensures there would be no significant adverse impact on daylight or sunlight. Skyline Apartments is also to the north and a lot nearer with a separation distance of approximately 13 metres. While this is a shorter separation distance it is reflective of the relationship with the existing car park. It is considered to be acceptable for a town center location and is not considered to result in a significant adverse impact on daylight, sunlight or overlooking. Central House is also north of the site and set back from the site boundary by at least 35 metres. This is considered to be a sufficient distance in planning terms to ensure that there would be no significant adverse impact on daylight, sunlight or overlooking.
- 12.4 To the immediate east is an office building with no amenity considerations. To the southeast and south there are lower density homes with varying scale of 2-3 storeys. These are separated from the site by existing landscaping and have a separation distance of between 18-35 metres from the site. The existing landscaping acts as a screen which would remove any overlooking concerns to these properties and the distances are considered suitable to ensure that there would be no significant adverse impact on daylight, sunlight or overlooking.
- 12.5 As a result, there are no objections in respect of neighbouring amenity impacts and the proposal is considered acceptable in light of Core Policy 8 of the Core Strategy 2006-2026 and saved Local Plan policy H9.

13.0 Living conditions for future occupiers of the development

- 13.1 The NPPF states that planning should always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings
- 13.2 Core policy 4 of Council's Core Strategy seeks high density residential development to achieve "a high standard of design which creates attractive living conditions."
- 13.3 It is noted that all the units meet and exceed the requirements of the national space standards for residential units which creates a good level of space for residents. All of units are provided with their own terrace or balcony and a courtyard communal amenity area is provided on site.

- 13.4 A noise assessment is submitted with the application. Which considers the impact of background noise on amenity of future occupiers. This has been considered by the Environmental Quality Officer who raises no objection subject to conditions relating to Construction Management, plant noise, glazing and ventilation, all of which are considered reasonable and necessary and are included as part of the recommended conditions list.
- 13.5 The application was also accompanied with a Daylight and Sunlight Assessment that considers the distribution of light to a sample of the proposed units. While these results showed the scheme to be compliant it did not assess the light to all units and at this stage Officers are unable to confirm that all units receive suitable levels of natural light. Additional information is expected and Members will be updated via the amendment sheet.
- 13.6 Based on the above considerations the proposal provides suitable levels of amenity for all occupiers of the development and the scheme is therefore in accordance with the goals of the NPPF, Core Policy 8 of Council's Core Strategy, and Policy EN1 of the Adopted Local Plan and the adverse impacts will be appropriately weighted as part of the planning balance.

14.0 Transport, Highways and Parking

- 14.1 The National Planning Policy Framework states that planning should seek to locate development where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8.

Paragraph 116 of the National Planning Policy Framework states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'*.

- 14.2 No comments are provided by the Highways Officer at the time of drafting this report. The proposed site access is in the same location as the existing but it will be narrowed to reflect a residential layout. This is considered acceptable and will require a Section 278 agreement which can be secured through legal agreement.
- 14.3 The proposal is located within the Town Centre which has a parking standard of zero, meaning car-free development are acceptable. In spite of this, the applicant has proposed an on-site parking provision of 26 spaces, 3 of which will be to accessible standards at a ratio of 0.3 spaces per unit. This is consistent with other town centre schemes that have managed to

secure parking for residents. The parking provision is therefore acceptable and it will be necessary to condition a car park management scheme to ensure the parking spaces are efficiently allocated and managed.

- 14.4 Cycle parking is provided for 98 cycles which exceeds the required ratio of 1 per flat. The cycle parking is provided as part of the building and can be securely accessed.
- 14.5 The site does not make provision for servicing and delivery arrangements, which is unfortunate. Such vehicles could access the site but would have nowhere to park and set down. There is, however, existing space on Hatfield Way for vehicles to park on the carriageway and the scheme is designed so that access can be granted from the street. Therefore, no objection is raised.
- 14.6 The proposal results in the demolition of a town centre car park however this is a facility that has been closed by the council since 31 March 2026. As such it is not an operational car park and there is no loss of parking spaces at the time of considering this report. As already stated, the development would redevelop the redundant car park into a residential development in a central location which is regarded as an efficient use of land in principle.
- 14.7 As a result, there are no objections on highways grounds, subject to conditions and the scheme is considered to adhere to the requirements of Core Policy 7 of the Core Strategy 2006-2026 and an adverse impact is identified. This will be balanced accordingly in the final assessment.

15.0 Drainage

- 15.1 The site is located within flood zone 1 and therefore flood risk is minimal. The application is accompanied with a drainage strategy and flood risk assessment.
- 15.2 Thames Water have reviewed the application and have raised no objection in respect of waste and water factors. It is noted that they are aware that the sewage network has an inability to accommodate this development and has requested a condition that required the developer to demonstrate that this will be addressed either by upgrade works or a phased approach to occupation with Thames Water. This is secured by condition as part of the recommendation.
- 15.3 In terms of water comments Thames Water has identified that the proposed development is located within a Source Protection Zone of a groundwater abstraction source which is protected. A condition is requested that requires the developer agrees a strategy with Thames water to ensure that its construction and occupation does not adversely affect this protected area.

15.4 In terms of surface water drainage, no comments have been received from the LLFA. The proposed drainage will result in stable suitable infrastructure to serve the development and in the absence of objecting comments, it is not considered to have a harmful impact.

15.5 No objections are raised as a result subject to securing implementation and management of the drainage installations via condition.

16.0 Contamination

16.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.

16.2 A Phase 1 desk study was submitted with this application that concluded an intrusive ground investigation would be required to assess potential contamination.

16.3 No objection is raised subject to conditions requiring further investigation and mitigation.

17.0 Landscape, Ecology and Biodiversity Net Gain (BNG)

17.1 The site has a small area of soft landscaping that the applicant has determined means it is required to comply with the requirements of BNG. The loss of the existing landscape on site raises no objections in principle.

17.2 Paragraph 193 of the NPPF 2024 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused.

17.3 The site is liable to Biodiversity Net Gain (BNG) and supporting information is provided that demonstrates a 10% net gain can be delivered. The information submitted with the application site proposes that the net gain can be achieved on site through numerous measures that include wildlife friendly planting including new hedgerows.

17.4 The proposed development has recorded a baseline of 0.01 habitat units, of which there will be a gain of 0.40 habitat units (3356.13%) and 0.17 hedgerow units based on the post-development design. All proposed habitats are of an achievable category and condition for the landscape and locale. The application is considered to be compliant with the Biodiversity Gain Hierarchy and the required 10% net gain is able to be met on-site.

17.5 As a result there are no objections to the scheme in this respect and the proposal shows significant gains compared to existing site circumstances without loss of any existing features of merit.

18.0 **Energy and Sustainability**

18.1 Core Policy 8 combined with the Developers Guide Part 2 and 4 requires both renewable energy generation on site and BREEAM/Code for Sustainable Homes. The Developer's Guide is due to be updated to take account of recent changes and changing practice. In the interim to take account of the withdrawal of Code for Sustainable Homes new residential buildings should be designed and constructed to be better than Building Regulations (Part L1a 2013) in terms of carbon emissions. Specifically designed to achieve 15% lower than the Target Emission Rate (TER) of Building Regulations in terms of carbon emissions.

18.2 The application was accompanied with an Energy Statement. It concludes that the proposal will achieve an overall improvement in regulated emissions of minimum of 70.1% over Building Regs Part L 2021 standard, through high standards of insulation, centralised heat pump systems and roof mounted Photovoltaic Panels (PV).

18.3 The proposed energy proposals are considered to be acceptable in light of Core Policy 8 of the Core Strategy 2006-2026 subject to a condition requiring implementation in accordance with the proposals

19.0 **Air Quality**

19.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

19.2 The Council has adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low emission boilers within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.

19.3 The applicant was accompanied with an Air Quality Assessment and no objections were raised to its conclusions subject to securing Electric Vehicle Parking and a construction management plan via condition.

20.0 **Affordable Housing and Infrastructure**

- 20.1 Core Policy 1 of the Slough Local Development Framework Core Strategy states that for all sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.
- 20.2 Core Policy 10 states that where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.
- 20.3 The application is liable to affordable housing provision and financial contributions. The original scheme was subject to a viability assessment but the amended scheme being considered is not.
- 20.4 Without prejudice, in accordance with the Developers Guide, this scheme would, in principle, result in the following contributions being sought:

Affordable Housing

The application proposes 84 units. In accordance with the Developer's Guide there is an affordable housing requirement of 35% which equates to 29 units from this development. The applicant has proposed that this will be met as a minimum provision for this site.

The applicant has proposed the following housing mix for affordable housing, with a near 50/50 split between Shared Ownership and Slough Living Rent tenures:

Shared Ownership (14 units)

8 x 1Bedroom apartments
6 x 2Bedroom 4Person apartments

SLR (15 units)

5 x 1Bedroom apartments
3 x 2Bedroom 3Person apartments
1 x 2Bedroom 4Person (M43) apartment
6 x 3Bedroom apartments

Education

On the basis of the housing mix proposed, the following contributions towards education will be required in accordance with the Developer Guide:

1-bed units –33no x £903	= £29,799
2+-bed units – 51no x £4,828	= £246,228

Total = £276,027

Recreation/Open Space

The scheme proposes communal amenity space along with private balconies/terraces for each dwelling. This is considered to be a good level of provision for a town centre location.

- 20.5 As stated, no details have been provided regarding planning obligations and no Viability Assessment has been provided. Should the application have been acceptable in planning terms, the contributions above would form the heads of terms for any Section 106 agreement.
- 20.6 As stated the applicant has stated that the scheme will provide a minimum of 35% affordable housing. While not confirmed they have indicated that it could be a greater provision. In accordance with the Developer's Guide, the requirement is 35% provision which is met and the Council cannot insist on more. A larger percentage of affordable housing would be a benefit but cannot be given weight at this stage as it is not confirmed. In order to give the applicant the flexibility to provide a greater percentage of affordable housing it will be necessary to ensure the S106 agreement allows for this.

21.0 Habitats Impacts

- 21.1 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.
- 21.2 Paragraph 193 of 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. 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.
- 21.3 Regulation 61 of The Conservation of Habitats and Species (Amendment) Regulations 2017 (as amended), requires the local planning authority to make an appropriate assessment of the implications of a particular proposal, alone or in combination with other plans or projects on any likely significant effect on a European Site designated under the Habitats Directive
- 21.4 Evidence put forward within the Footprint Ecology report 'Impacts of urban development at Burnham Beeches SAC and options for mitigation: update of evidence and potential housing growth, 2019' recognises that new housing within 5.6km of the Burnham Beeches Special Area of

Conservation (SAC) can be expected to result in an increase in recreation pressure.

- 21.5 The site is located approximately 5.4 km (as the crow flies) from the Burnham Beeches Special Area of Conservation (SAC) and therefore falls within the potential 5.6 km development impact zone as proposed within the evidence base carried out by Footprint Ecology.
- 21.6 The Local Planning Authority are currently working with Natural England to produce a Supplementary Planning Document to support a tariff based mitigation strategy for all new housing applications within 5.6km of the SAC. However, this is yet to be agreed, and therefore each application needs to be considered on its own merits.
- 21.7 The application was accompanied with a Habitat Regulations Assessment which identified impacts relating to this proposal. In line with the Footprint Ecology Report, mitigation need is identified and required in the form of a financial contribution towards a Suitable Alternative Natural Greenspace (SANG) site within the Slough Borough limits. Currently Upton Court Park serves as an identified SANG and has capacity for mitigation. The Financial contribution for this impact is £570 per dwelling which, for this scheme, amount to a total of £50,730 which is to be secured through Section 106 agreement.
- 21.8 Natural England have raised no objection to this proposal subject to securing the mitigation payment and therefore no objections are raised from Officers.

22.0 Crime Prevention

- 22.1 Paragraph 96 of the NPPF sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other
Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.
- 22.2 These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.
- 22.3 The Designing Out Crime Officer previously identified a number of aspects with the original scheme that required addressing. At the time of drafting this report no further comments have been received and Members will be updated via the amendment sheet if any are received.

- 22.4 Cycle storage would comprise an integral store at ground floor as would the store. Appropriately secure doors would be required.
- 22.5 In any case a condition is proposed to require the scheme to achieve a Secured by Design gold accreditation to ensure sufficient mitigation measures were included.
- 22.6 Based on the above, and subject to conditions, there are no objections in light of Local Plan Policy EN5; Core Policy 12 of the Core Strategy; and the requirements of the National Planning Policy Framework.

23.0 Neighbour Representations

- 23.1 Officers have carefully read and considered the third-party representation. The material planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment.

24.0 Equalities Considerations

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

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

- 24.2 The proposal would provide new residential accommodation. Given the size of the scheme, the Local Development Plan does not require any wheelchair user dwellings although the applicant has proposed that 3no ground floor units be built to this standard. Level access from the site is considered appropriate and it is noted that there are 3no. accessible parking spaces provided within the site, closely related to the accessible units.

24.3 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 eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction 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.

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

25.0 Presumption in favour of sustainable development

25.1 Significantly for this application, paragraph 195 of the NPPF is clear in stating that:

'The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.'

This is considered to be the case with this application.

25.2 The Council is currently unable to demonstrate a deliverable 5 year housing land supply. As a result, Paragraph 11 of the NPPF is engaged. This means that sustainable development proposals should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

25.3 In consideration of whether or not development is sustainable, para 8 of the NPPF set out 3 objectives that should be met in order for a scheme to be considered sustainable development; the economic, social and environmental objective.

25.4 In the application of the appropriate balance, it is considered that there are significant benefits from the following:

- The provision of 84 residential units in a highly sustainable location should be given significant weight as the development

would make a positive contribution to the supply of housing in the Borough and would be located in a sustainable location.

- The proposed housing mix does not align to the identified need within the SHMA. The location of the site is suited for higher density residential use and it is noted that over 50% of the scheme provides 2 bed units and the scheme includes 4no 3-bed units as well. This is a mix that can be afforded moderate positive weight.
- Significant positive weight can be given to the provision of affordable units and other infrastructure contributions as part of the scheme. The proposal provides policy compliant affordable housing which includes the larger 3-bed units.
- The provision of 26no parking spaces can be considered a benefit that is afforded moderate weight as the site is located in the Town Centre where parking policy allows for zero parking as standard.
- Provision of landscaping that amounts to a 10% net gain in biodiversity ensures BNG requirements are met and this can be regarded as a benefit.

25.5 In applying the planning balance, the adverse impacts; principally on the character and appearance of the area and the amenity of occupiers of the development coupled with the notably adverse impact of the loss of a non-designated heritage asset and overbearing relationship to the adjacent asset, are considered to be significant to the point that they outweigh the benefit of the provision of residential units. Therefore, in spite of the Council being unable to demonstrate a deliverable 5 year housing land supply, the adverse impacts are considered to outweigh the benefits and planning permission should be refused as a result.

26.0 PART C: RECOMMENDATION

26.1 Having considered the relevant policies set out above, comments from consultees and neighbours representations as well as all relevant material considerations it is recommended the application be **approved, subject to para 1.2** this report.

27.0

27.1 CONDITIONS:

1. Commence within three years

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

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered

circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved plans

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

- a) Drawing No102403-ELS-LOC0, dated 23/05/2025, received 29/03/2026
- b) Drawing No102403-B1-E1 Rev B, dated 23/03/2026, received 29/03/2026
- c) Drawing No102403-B1-E2 Rev B, dated 23/03/2026, received 29/03/2026
- d) Drawing No102403-B1-E3 Rev B, dated 23/03/2026, received 29/03/2026
- e) Drawing No102403-B1-P1 Rev A, dated 23/03/2026, received 29/03/2026
- f) Drawing No102403-B1-P2 Rev A, dated 23/03/2026, received 29/03/2026
- g) Drawing No102403-B1-P3 Rev A, dated 23/03/2026, received 29/03/2026
- h) Drawing No102403-B1-P4 Rev A, dated 23/03/2026, received 29/03/2026
- i) Drawing No102403-ELS-01 Rev A, dated 10/03/2026, received 29/03/2026
- j) Drawing No102403-ELS-02 Rev A, dated 19/02/2026, received 29/03/2026
- k) Drawing No102403-ELS-BS01 Rev A, dated 24/03/2026, received 29/03/2026
- l) Drawing No102403-ELS-SUB01 Rev A, dated 24/03/2026, received 29/03/2026

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

3. Details of external materials

Notwithstanding the details in the approved plans, no development shall take place above ground works level, until details of the proposed external facing materials, including any paint colours, glazed facades and roof material of the buildings hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be used or occupied prior to the implementation of the approved details and retained thereafter.

REASON: To ensure a satisfactory external appearance of the development and to respect the setting of nearby listed buildings in accordance with Policies EN1 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework 2024.

4. Lighting Scheme

The development hereby approved shall not be first occupied until details have been submitted to and approved in writing by the Local Planning Authority of a proposed external lighting scheme for the development hereby approved and no external lighting shall be provided at the site other than in accordance with the approved scheme. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby

approved and thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

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

5. Hard Landscaping

Hard landscaping and surfacing works shall be undertaken in accordance with the details shown in drawing number HL / 500 Rev D, dated 25/03/2026, received 14/05/2026 and the development shall be carried out in accordance with the details approved and retained thereafter.

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

6. Landscaping

Soft landscaping at the site shall be undertaken in accordance with the details shown on Drawing Numbers SL / 400 Rev D, dated 25/03/2026, received 14/05/2026. The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

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

7. Landscape management plan

The development hereby approved shall not be first occupied until a landscape management plan has been submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the landscape areas shown on the approved landscape plan, and should include a time scale for the implementation and be carried out in accordance with the approved details and retained thereafter.

REASON To ensure the long term retention of landscaping within the development to meet the objectives of Policy EN3 of The Adopted Local Plan for Slough 2004.

8. Crime Prevention

No development shall take place above slab level until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design Gold Award' accreditation will be achieved has been submitted and approved in writing by the local planning authority. The development shall be

carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026.

9. Construction Environment Management Plan

No development shall begin until details of a Construction and Environmental Management Plan to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

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

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

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the guidance set out in the National Planning Policy Framework 2024.

10. EV Charging

Prior to the first occupation of the development hereby approved, details of 26 active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase) shall be submitted to and approved in writing by the local planning authority. The approved details shall be fully installed and the active charging points for each unit shall be fully operational prior to the first occupation of that unit and be retained in good working order at all times in the future.

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

11. Car Park and Electric Vehicle Management Plan

None of the flats hereby approved shall be occupied until a car park management scheme has been submitted to and been approved in writing by the Local Planning Authority. The Scheme shall include provisions to:

1. Ensure that spaces cannot be owned/let/allocated to anyone who is not a resident or does not have a car/need a parking space.
2. Demonstrate the allocation of residential and non-residential parking spaces.
3. Set out the EV charging space arrangements showing location of EV chargers at each space.

Thereafter the allocation and use of the car park and EV charging points shall be done in accordance with the approved scheme and retained thereafter.

REASON to provide mitigation towards the impacts on the adjacent Air Quality Management Area and to ensure the parking spaces are in optimum use in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2024.

12. Plant and Equipment

Prior to first occupation of the development hereby approved, details of the substation and plant noise emissions that shows that the cumulative noise rating level from fixed mechanical plant shall not exceed the representative background sound levels of 46dB during the day and 39dB during the night shall be submitted to the Local Planning Authority for approval in writing. The resulting plant rating level will be limited to the modal background noise levels measured at the nearest noise sensitive receptor.

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

REASON In the interest of the living conditions of receptors within the development, to reduce noise pollution and to ensure the satisfactory ventilation of rooms when windows are closed, to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026,

Development Plan Document, December 2008 and the National Planning Policy Framework 2024.

13. Sustainable development

The development hereby approved shall not be first occupied until details have been submitted to and approved in writing by the Local Planning Authority of a scheme that incorporates the recommendations of the Energy and Sustainability Statement from Ardent consulting Engineers Ref 2407870-ACE-XX-XX-RP-C-0901 dated 19/11/2025, received 26/11/2025. The works shall be carried out in accordance with the approved details and thereafter be retained unless otherwise agreed in writing with the Local Planning Authority.

REASON To ensure that the development provides sustainable energy benefits to the development in the interests of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

14. Access

No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approval plans and constructed in accordance with Slough Borough Council's Adopted Vehicle Crossover Policy.

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

15. Cycle parking

No part of the development shall then be occupied until the cycle store and footway link have been laid out and constructed in accordance with the approved details and that area shall not thereafter be used for any other purpose.

REASON: To ensure that adequate and convenient cycle storage is provided to accord with Local Plan standards.

16. Bin storage

No part of the development shall be occupied until the bin storage areas that serve that particular block and unit hereby approved have been implemented in accordance with the approved plans. The bin storage shall be provided in accordance with these plans prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

17. Surface Water Drainage Scheme

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.

Reason: To reduce the risk of flooding both on and off site in accordance with the NPPF and Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 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.

18. Drainage Maintenance

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, in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

19. Drainage Verification Report

No occupation shall take place until the Verification Report for the installed surface water drainage system for the site 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, in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

20. Glazing

No construction work in connection with the buildings hereby approved above ground floor slab level shall commence until details of the development meeting the following have been submitted to and approved in writing by the Local Planning Authority:

- a. Glazed windows with a minimum sound reduction performance of minimum 27dB Rw+Ctr.
- b. Manufacturer details which demonstrate that the above sound reduction performance can be achieved.
- c. Schematic drawings indicating locations of specific glazing types.

The development hereby approved shall be implemented on site in full accordance with the approved details and retained in a working condition thereafter.

REASON: To ensure that the amenities of the future receptors are not adversely affected by noise in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 -2026, Development Plan Document, December 2008 and the National Planning Policy Framework 2024.

21. Ventilation

No construction work in connection with the buildings hereby approved above ground floor slab level shall commence until details of the development meeting the following have been submitted to and approved in writing by the Local Planning Authority:

- a. Details of the chosen ventilation scheme which meets the minimum performance requirements of 31dB Dnew+Ctr.
- b. Manufacturer details which demonstrate that the above specification can be achieved with the chosen product.
- c. Schematic drawings indicating the locations of ventilation units, ducts, extract and exhaust locations.

- d. An overheating assessment which demonstrates that the chosen ventilation scheme is suitable in regards to thermal comfort.

The development shall be carried out in full accordance with these details prior first occupation shall be retained in good working order at all times in the future.

REASON: To ensure that the amenities of the future receptors are not adversely affected by noise in accordance with Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 -2026, Development Plan Document, December 2008 and the National Planning Policy Framework 2024.

22. Boundary Treatments

Notwithstanding the details in the approved plans, no part of the development hereby approved shall be occupied until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. The works shall be carried out in accordance with the approved details on site prior to the first occupation of the development and retained thereafter.

REASON In the interests of the visual amenity of the area and in accordance with saved policies EN1 and EN3 of The Local Plan for Slough 2004.

23. Thames Water - Sewage

No development shall be occupied until confirmation has been provided that either:- all sewage works upgrades required to accommodate the additional flows from the development have been completed; or - a development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: Sewage Treatment Upgrades are likely to be required to accommodate the proposed development. Any upgrade works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents

24. Thames Water - Water

Development hereby approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy.

Reason - To ensure that the water resource is not detrimentally affected by the development.

25. Phase 2 Intrusive Investigation Method Statement

The findings of the Phase 1 Desk Study identified the potential for contamination on site. Thus, no development aside from demolition of the existing buildings and clearance shall take place until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

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

No development aside from demolition of the existing buildings and clearance shall take place until a quantitative risk assessment has been prepared for the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

27. Phase 4 Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full validation

report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVE(S):

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

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.

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

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

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

3. Section 106 agreement

A section 106 agreement has been entered into.