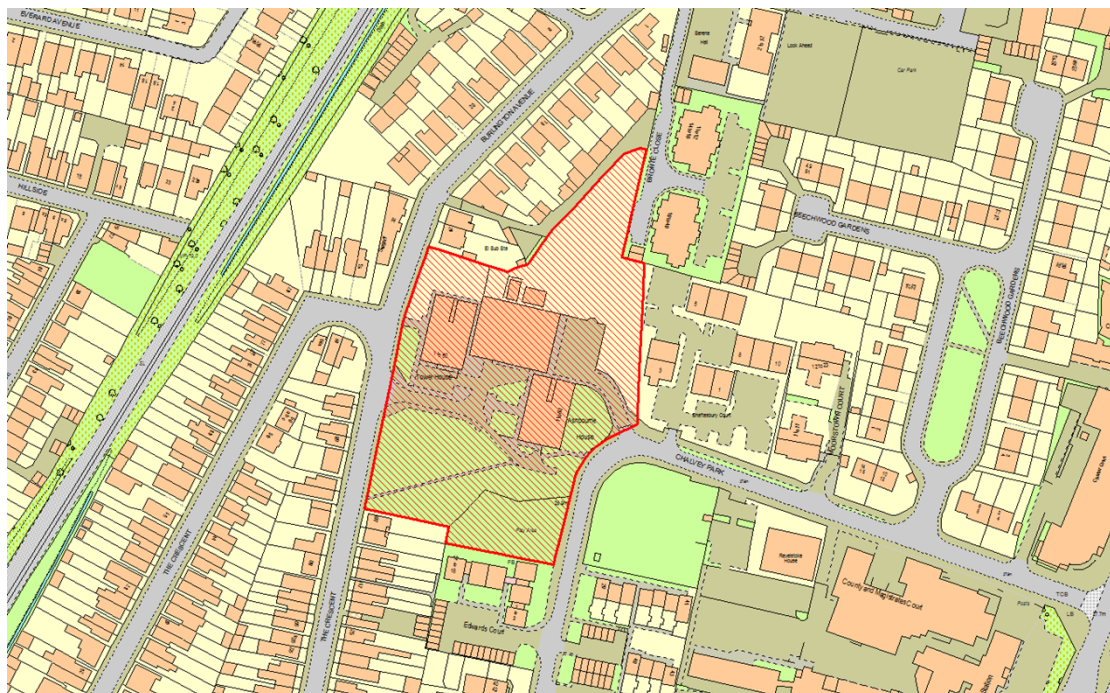


Registration Date:	14-Feb-2019	Application No:	S/00020/005
Officer:	Neil Button	Ward:	Chalvey
Applicant:	Slough Borough Council	Application Type:	Major
		13 Week Date:	16 May 2019
Agent:	Mr. Ben Thomas, Savills UK Ltd, 33 Margaret Street, London, W1G 0JD		
Location:	Tower House & Ashbourne House, The Crescent, Slough, Berkshire		
Proposal:	Demolition of the existing buildings and comprehensive redevelopment of the site comprising 193 residential buildings (use class C3), provision 136sqm of flexible office/community/leisure space (use classes B1/D1/D2) and associated access works, car parking and landscaping. (Revised Plans and Application Documents Submitted 21/05/2019)		

Recommendation: Delegate to the Planning Manager for approval subject to completion of a satisfactory Legal Agreement and conditions



SUMMARY OF RECOMMENDATION

- 1.1 This application is being brought to Committee for decision because it is a major development and Slough Borough Council is the applicant. Planning legislation provides that planning applications involving Council owned land, including planning applications submitted by the Council shall be determined by the Council as the local planning authority, unless the application is required to be referred to the Secretary of State for determination by him. This is set out in Regulation 3 of the Town & Country Planning (General) Regulations 1992 (Statutory Instrument 1992 No 1492).
- 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 approval subject finalising conditions and planning obligations to deliver 100% Slough Living Rent affordable homes (on-site), highways improvements and associated traffic regulation orders, on-site infrastructure to support an Electric Vehicle (EV) Car Club (including one bay with EV charging point) and financial contribution towards an EV off-site Car Club and the laying out of new Public Open Space with Play Facilities, off-site sports/recreation improvements and other minor changes.

PART A: BACKGROUND

2.0 The Proposal

- 2.1 The redevelopment of Tower House and Ashbourne House is a Council-led scheme providing 193 new homes, 100% of which will be affordable housing (Slough Living Rent tenure).
- 2.2 In 2015 the Council made it their intention to find new homes for the rented existing tenants in the existing Tower and Ashbourne buildings. In coming to this resolution, the Council cited that there was the need for long term refurbishment works to improve the condition of the buildings and the quality of the existing accommodation and a response was required to address the increasing anti-social behaviour in the area. The Council 'as the landowner' considered that the buildings had come to the end of their economic life and improvement works would have costed a significant amount of money. In coming to a decision on

the future of the site, the Council 'as the landowner' concluded that spending the money on a building that was no longer fit for purpose was not a viable option and that it would pursue a strategy for comprehensive redevelopment.

- 2.3 In its capacity as the owners, the Council's Housing Department has reviewed options to re-model the site since the majority of properties were vacated in 2016. In September 2017, Slough Borough Council's Cabinet signed off a strategy for the remodelling of the site to potentially allow for a development of circa 200 units.
- 2.4 The two existing towers have been largely vacant since 2016 and the site has been subject to anti-social and criminal activity. The applicant confirms that the Council has committed significant resources to manage the site and prevent criminal and anti-social behaviour, due in part to the prolonged vacancy at the site.
- 2.5 The Council has stated in their submission that the intended aim of the redevelopment, is to provide an exemplar scheme of Council housing, constructing new high quality affordable homes available to those in the Borough who need it most.
- 2.6 The proposed development seeks to deliver 193 new residential dwellings including a mix of 1 and 2 bedroom flats and 3-bedroom maisonettes within a range of part 3, part 4, part 5 and part 16 storey buildings within 6 blocks (A-F). All of the units will be affordable housing available for rent to Borough residents at Slough Living Rent levels. The proposals include provision for 136 sqm of flexible community/leisure and/or office space within the ground floor of Block E which is likely to be used by the Council's Housing Team as well being available to the local community.
- 2.7 The main access to the site is from The Crescent. A total of 110 car parking spaces will be provided including 10 blue badge spaces. This equates to a parking ratio of 0.57 spaces per unit. These will be provided beneath a new podium deck and externally around the new buildings. One car club space will be provided and 193 cycle parking spaces will be provided within 8 cycle stores spread around the site. 10 visitor short-stay cycle parking spaces are proposed to the south of Block E.
- 2.8 The proposals will re-provide some public open space including a new children's play area which is intended to constitute a significantly improved public realm to provide a safer environment for the residents

of Chalvey and the future residents of the new dwellings. The proposed development includes a new open space within the centre of the site which will provide an accessible and functional space for the local community. The open space has been designed having regard to the feedback raised at the pre-application consultation and engagement with the community and the local planning authority.

- 2.9 The proposals have been designed to retain as many trees as possible. A total of 11 (eleven) individual trees and 1 (one) group of trees will be removed to facilitate the proposed development. 13 individual trees and 9 groups of trees are proposed to be retained. 25 replacement trees will be planted across the site. The proposals will provide an overall increase in the number of trees (+14) on site to improve the landscaping within the site.
- 2.10 The proposed central public space has been aligned to open up a clear vista and pedestrian / cycle route through the site from The Crescent to Chalvey Park to maximise permeability and to ensure there is natural surveillance of the public space from within the development in order to adhere to the principles of designing out opportunities for crime.
- 2.11 The blocks have been laid out to ensure active frontages with ground floor private and communal entrances are directly addressing the public realm adjacent. The tallest 16 storey tower is located centrally in the site within the podium block which comprises blocks C, D and E. Blocks A and B comprise a C-shaped 3-6 storey block to the north of Edwards Court which steps down in height to the southern wings. The applicant has submitted revised plans and elevations for Blocks A and B to reduce the height of the eastern wing which improves the relationship with Edwards Court. Further revised plans have been submitted which include internal modifications that have been secured in response to the consultation feedback following the first consultation carried out on the planning application.
- 2.12 The applicant has engaged with the local planning authority and wider public within the local community prior to submission of the planning application in February 2019. The feedback and representations made during this process are presented in a Statement of Community Involvement submitted as part of the planning application. This consultation is additional to the public consultation carried out as part of the planning application.
- 2.13 A summary of the applicant's pre-application consultation and community engagement details are set out as follows.

Event	Date:	Summary
Introductory meeting with the Chalvey Community Forum	20 June 2018	An introductory meeting was held with Chalvey Community Forum on 20 June 2018 in advance of the first public consultation event.
First public consultation	17 July 2018	The first public consultation event took place on 17 July 2018.
First Design Review Panel	5 September 2018	The first Design Review Panel took place on 5 September 2018 beginning with a walk around the site before the proposals were presented to the Design South East panel members.
Second Design Review Panel	8 November 2018	The second Design Review Panel took place where a simplified scheme was presented to the Design South East panel Members.
Second public consultation	15 November 2018	The second public exhibition took place at Chalvey Community Centre.
Presentation to Planning Committee	5 December 2018	A presentation was made to the Council's Planning Committee on the 5 December 2018 to provide an overview of the proposed scheme.
Statement of Community Involvement (SCI) submitted	February 2019	SCI submitted providing full details of the public consultation summarised in this table, including all representations, feedback and responses to the consultation.

3.0 Site and Surrounding Area

- 3.1 The site is currently occupied by two 11-storey residential buildings: Tower House (the western block) and Ashbourne House (the eastern block). The majority of the flats are vacant and the previous tenants have been rehoused. The existing buildings on site previously contained 120 flats comprising a mix of 40 x 1-bed and 80 x 2-bed units. All units were originally social rent. 15 were purchased via the Right to Buy and converted to privately owned leasehold units.
- 3.2 The site extends to approximately 1.14 ha and is bound by The Crescent to the west, properties at Edwards Close to the south and Chalvey Park to the east. The north-western boundary of the site is adjacent to the rear gardens of properties along Burlington Avenue some of which contain single storey domestic residential outbuildings backing onto a service road which lies between the site boundary and the outbuildings. The north eastern boundary lies adjacent to Bronte Close and comprises metal railings securing the site. There is a single storey pyramidal roofed bin store (associated with the flatted blocks on Bronte Close) located to the south of Bronte Close which is adjacent to the site.
- 3.3 The existing site is characterised by the large tower blocks and podium car park structure with surrounding hard-standing areas (populated with unauthorised parked cars) which are surrounded by the open grassed areas and a fenced off northern section. The site has an abandoned and open feel which is susceptible to anti-social behaviour problems that currently blight the site. There is a podium car parking deck located between the buildings and there is further surface level hardstanding which accommodates car parking to the north and south of the buildings. The site accommodates spaces for 64 cars within the podium and hardstanding areas. A telecommunications mast has been erected within an enclosed area at the northern tip of the site.
- 3.4 The existing buildings and site grounds in general are noted to be in poor condition. None of the properties have their own private amenity space.
- 3.5 Vehicular and pedestrian access to the existing buildings is provided from The Crescent to the West and Chalvey Park to the east. There is an additional pedestrian route further south connecting The Crescent to Chalvey Park. Bronte Close terminates to the north of the site but this is fenced-off and there is not currently a pedestrian route through to the site.

- 3.6 The existing buildings are sited within areas of landscaping. In the south of the site, there is an existing children's play area.
- 3.7 The site is not within a Conservation Area.
- 3.8 The site is located in Flood Zone 1 and is not at risk of flooding.
- 3.9 The site is within the Chalvey Ward of Slough and is circa 500m south west of Slough railway station. There will be frequent services to central London as part of Crossrail from Slough station which is anticipated to be operational by the time the development is completed and occupied.
- 3.10 The site is located just outside of the town centre boundary and is (approximately) an 8 minute walk from the heart of the town centre and a range of services and amenities are within easy reach, including a large Tesco Extra, convenience shops, cafés and restaurants, gym, cinema, post office and banks. The closest bus stop is circa 650m to the east of the site on Windsor Road. This serves 8 bus routes, including routes which run to the town centre, London Victoria and Heathrow Airport. Salt Hill Park is located a 10minute walk to the north west of the site which provides a range of sports, leisure and recreational facilities.
- 3.11 Diamonds Preschool is 200m south of the site and Grove Academy (Primary School) is 200m to the north east. Slough Secondary School and Eton Church of England Business and Enterprise College are 350m south of the site. There are GP surgeries on Ragstone Road to the south of the site Lansdowne Avenue north of the site.

4.0 Planning History

- 4.1 X/00183/001: Prior approval notification for the installation of a 20m high monopole supporting 3no shrouded antennas and 2no 300mm diameter dishes along with 4no ground based equipment cabinets and development ancillary thereto. (This application has been submitted for telecommunications equipment on the land at the northern tip of the site). Pending.
- 4.2 There are a number of development schemes in proximity of the site which need to be taken into account in the consideration of the proposed development. The following applications are of note:

Shaftsbury Court, Chalvey Park

- 4.3 F/00262/012: Prior approval for a change of use from B1a offices to provide with 48 (class C3) residential units - Granted 02/11/2017.
- 4.4 P/00262/015: Erection of front and rear dormer extensions together with the formation of new door, window and rooflight openings to units 1-10, the erection of three storey side extensions to Units 4 and 5 to create 5 flats together with the rationalisation of the car parking layout, new bin and cycle stores. Granted 22/02/2018.

Slough Family Centre, Chalvey Park

- 4.5 P/16841/000. Construction of 4no. four bedroom houses and 6no. three bedroom houses with associated works (Outline application to consider access, layout and scale). Subject to completion of s106 Agreement (resolved to grant permission)

5.0 Neighbour Notification

- 5.1 Site Notices (Dated 25/02/19, 12/03/19 and 24/05/19) were placed on Chalvey Park, Burlington Road and The Crescent. A press notice was issued in the Slough Express on the 01/03/19 and 24/03/19. In addition to the above, 350 neighbour notification letters have been posted to properties on Chalvey Park, The Crescent, Burlington Road and Edwards Court. The local planning authority has carried out 2 consultation exercises with the first consultation expiring on 02/04/19 and the second consultation expiring on 14/06/19.
- 5.2 A very extensive neighbour notification process has been carried out, and letters have been sent to the following addresses:
- Flats 8 and 54 Ashbourne House;
 - 42 Grasmere Avenue;
 - No.s 2-40 Bronte Close,
 - No.s 1-32 Burlington Avenue (including all flats),
 - Units on land rear of 13, Burlington Avenue;
 - Property Rear Of, 19, The Crescent;
 - No.s 1-155 The Crescent (including all flats),
 - Property Rear Of, 131, The Crescent;
 - 2 Fircroft Court Gerrard's Cross Road, Stoke Poges, Bucks, SL2 4EU (Utopian Residents Group);
 - No.s 6A, 8, 8A, 8B, 10, 12, 14, 15-37 Hillside (including all flats);
 - Flats 1-53 Shaftsbury Court, 18 Chalvey Park;
 - No.s 12-28 (even numbers) Adelphi Gardens;

- Flats 1-18 Edwards Court;
- No.s 29-71 Chalvey Park;
- Magistrates Court, Chalvey Park;
- Magistrates Court, Windsor Road;
- County Court, Chalvey Park;
- Revelstoke House, Chalvey Park;
- No.s 2-23 Moorstown Court;
- Shaftesbury Court, 189, Chalvey Park;
- No.s 1-95 Beechwood Gardens,;
- Serena Memorial Hall, Burlington Road;
- Look Ahead (including rooms 1 (The office), 2, 3A, 3B, 4A, 4B, 6A, 6B, 7A, 7B, 8A, 9A, 9B, 10, 11, 12 Burlington Road; and;
- 6, Arthur Road, Slough

5.3 8 letters have been received raising objections to the proposed development. These include representations from an owner of a remaining occupied unit in Ashbourne House, Utopian Residents Group, Edwards Court Residents and Chalvey Community Forum. A further 4 representations were made in connection with the second consultation exercise (including further objections from Edwards Court residents, and the Directors representing the residents). The main grounds of objection to the development are:

Design/Appearance

- Building is far too industrial and looks more like an office block.
- Design of development would be incongruous to the surrounding and does not sync with the surrounding context.
- Scale, height and massing are intolerable for majority of residents.
- Core Policy 9 is not complied with as the development does not draw upon townscape and has significant visual impact and states that development will not be permitted unless it protects and enhances the character and distinctiveness of existing townscapes which it does not.

Scale/Height

- 16 storey tower does not take into account the local context.
- Overbearing effect of larger tower.
- Scale, height and massing of the proposed development is abysmal as all three are overly exploited.
- Erecting a 16 storey building is unjustifiable especially when it outside the town centre boundary and would set a dangerous precedent.
- New Public Park and open space would have huge buildings on both sides creating an unsatisfactory public space, giving a feeling of enclosure.

- This proposed development does not improve the surroundings due to the excessive scale, height and massing thus, failing to comply with Saved Policy EN1.
- No high-rise blocks.
- Blocks A and B should be removed.

Density

- The scheme is over- dense.
- Site should have no more than 57 dwellings on site and follow the same density as Family Centre site.
- Prior approval resulting densities should not be used as a measure of density to support the development.
- Need to scale back new development by at least 60% in density.

Car Parking

- There doesn't seem to be adequate new parking for all new residents.
- Car Parking displacement will be caused as a result of the development
- The car parking provision for the proposed development does not provide enough car parking spaces and 314 cars parking at the site should be provided which is in line with the minimum standards within Core Policy 7.
- It is unacceptable to say providing more cycle racks is an acceptable mitigation measure.
- More parking is needed.

Loss of Open Space/Park and Leisure use

- There is not enough space for landscaping and recreation. The general outdoor recreational and park space has diminished.
- New open space is smaller than the current large open space which is a greater area of land, therefore, the same amount of open green space should be retained due to the fact that the residents don't want this replaced but kept in the same location.
- The current green open space which consists of a park is about 12,000 sq m. which is at least three times more than the proposed open space, play areas and private courtyard space (4,858 sq m), which would be for the residents only. This reduction in green open space would be a huge loss to the environment and community at large. The proposed landscaping area of approximately 2,320 sq. of area will be significantly less than what is already being provided.
- Retain the overall extent and nature of existing amenity areas.
- Sport England should have been consulted.
- Replacement open space is not of a suitable size and would not be able to facilitate the amount of people from the new proposed development and the general public of Chalvey who uses it. This is the

only park within this side of Chalvey, and therefore, it is imperative to retain the whole of this green area. The proposed development does not comply with clause 97 of the NPPF (sports/leisure/recreation)

- Loss of facilities for older children.
- No compensation for dog walking, football uses , cycling, sledging, scootering
- No recreational area for residents in development or neighbouring users/residents.

Tenure/Housing Mix

- Tenure mix is not clear in the submission.
- The development would provide an extra 77 dwellings with minimal family homes.
- Low density family housing should be on this site.
- Should be a mixed tenure building – to create balanced and mixed community.
- Should include more middle-income level and higher income level housing in the mix.
- Claim that residents on targeted income range (for this development) between £20K-40K can afford a mortgage, and the council can generate profit from this development.

Overlooking/Privacy Loss/Noise/Amenity Impacts

- The design of the West side that faces The Crescent will now overlook my back and front gardens and the addition of balconies will add to a general loss of privacy.
- Loss of light/ overshadowing to 6 properties, furthermore, with 52 habitable rooms within the proposed development having terrible internal daylight.
- 26 properties will be overlooked by this gigantic development creating a loss of privacy for neighbouring properties due to the balconies and windows that would be facing the neighbouring dwellings.
- The residents on that road would be disturbed due to the noise pollution that would be generated by the extra cars.
- Overlooking / loss of privacy will be caused.
- Loss of amenity, both real and visual.
- Dispute daylight studies in revised daylight/sunlight report.
- Consider the impact of the development is severe.
- Not acceptable to refer to overhang as a means of justifying proposals.
- Reduction of height of blocks A and B from 6 to 4 storeys not enough.

Crime

- Concern rose about anti-social behaviour in the area which the development will make worse.

- Crime statistics quoted by applicant are not correct.
- The park is not under-used.
- There are no social benefits from the proposed scheme as crime rate has gone down within the area and anti-social behaviour is non-existent.

Highway Impact

- Unacceptable levels of traffic in The Crescent will cause problems of highway safety due to the increase of cars within the area.
- The overspill of cars will need to be accommodated on the adjoining highways, which will result in congestion on the roads and further cause disturbance to all residents in the locality.
- Object to use of single vehicular access from the east.
- Half of traffic (to the new development) should be served from the west and half of the traffic should be served from the east

Loss of Trees

- There will be No Environmental Benefits from the proposed development as significant trees will be lost; these trees should have been protected by a TPO.
- There are many old trees (including the Red Horse Chestnut London Plane Common Ash Common Lime Norway maple Sycamore Pedunculata oak Robina) on the site which should have been protected by Tree Preservation Orders (TPO) but the council have failed to do this.

Misc

- Consultation Criticism.
- Better to refurbish towers than redevelop site entirely
- Should not implement town centre policies as site outside of town centre.
- Political decision to go ahead/planning bias.
- Smaller 1 and 2 bed flats do not abide by national prescribed space standards.
- The land is not a brownfield site as a majority of it is not previously developed land.
- The scheme provides minimal social, economic and environmental benefit to the area because of the loss of open space and many other factors that have or will be touched upon within this objection.
- SBC have failed to provide a land contamination report.
- Development does not meet the principles of sustainable development.
- SBC should seek the genuine participation of local residents.
- SBC should take effective measures to isolate our neighbouring private estate from the negative effects of the proposed re-development.

6.0 Consultations:

6.1 Thames Water

No objection subject to conditions requiring details of the connection to the foul and surface water drainage system and confirmation that all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

6.2 Environment Agency

No response

6.3 Natural England

No objections

6.4 Thames Valley Police (Crime Prevention Design Advisor)

Recommends a condition upon any approval for this application which requires the development to demonstrate compliance with Secured by Design Gold Award have been submitted and approved in writing by the Local Planning Authority.

The triangular shaped carpark to the rear of the site still lacks surveillance or ownership. It is appreciated that there are site constraints. Historically this area has suffered high levels of crime and anti-social behaviour, resulting in the Council 'fencing it off'. This action had a positive effect on reducing these incidents. There is some concern that the closed-off car park will create opportunities for anti-social behaviour.

Careful considerations to the design of the public spaces must be given, to ensure the activities within it are 'positive' deterring unwanted behaviour. The applicant needs to give careful consideration to the type and style of play equipment; public seating, and planting (avoiding seats which could be used by individuals seeking location in which to sleep). In addition - low retaining walls can also be used and unofficial seating areas.

Initial comments provided advised that further internal modifications to the residential entrances, communal areas, lift lobbies and private amenity spaces were required to improve on-site security and improve the compartmentalisation of the blocks. (*Officer Comment: – these*

modifications were secured within the revised plans submitted on 21/05/2019).

6.5 Sport England
No objections

6.6 Environmental Quality – Noise

The acoustic assessment highlights that the ventilation system would not provide air cooling for the flats; therefore windows will need to be open for air cooling. This will result in an exceedance of BS8233 internal noise limits by 8dB in a worst case scenario, therefore it is recommended that a system which also provides air cooling is installed. The Environmental Quality Officer recommends a glazing performance 26dB Rw + Ctr and Mechanical Ventilation and Heat Recovery (MVHR) units in all flats

The exact specifications for ventilation and glazing should be submitted to SBC for approval prior to commencement (as a condition). As stated in the report, this will be clarified during the detailed design stage, when the exact room dimensions, glazed areas and external façade construction are confirmed. A more detailed façade assessment will need to be undertaken to confirm the exact specification for the glazed elements (which can be conditioned).

Balconies are expected to have a noise range from 50-56dB so are likely to meet 55dB LAeq outdoor noise limits most of the time. This noise limit is acceptable given the urban surroundings. Shared outdoor space in the centre of the development is expected to achieve 49dB – 55 dB LAeq so it will meet the BS 8233 outdoor limit.

The report proposes that plant noise is limited to the typical background noise levels measured at MP1. The daytime plant noise emission limit is 42 dB LAr, Tr and night time plant noise emission limit of 36 dB LAr, Tr.

The proposed configuration and layout of plant is not currently known. A further assessment of the plant noise emissions will be required once the details of the plant are specified (which can be conditioned).

6.7 Environmental Quality – Air Quality

The scheme is considered to have a major impact on air quality. The site is bordered by AQMA 1, 3, 4 and the AQMA extension declared in 2017. The development proposes an additional 45 car parking spaces, with 110 spaces in total. As predicted trip generation over a 24 hour

weekday period is 97 vehicle movements, a change of more than 100 annual average daily traffic flows (AADT) is likely. Traffic leaving the development is likely to travel through Slough's AQMAs, therefore appropriate mitigation is required.

A dust assessment has been produced, which states that a monitoring regime is required during demolition and construction, to determine dust deposition rates at the nearest sensitive receptors, and a survey of dust flux over the site boundary. Mitigation measures outlined in the CEMP will need to be implemented during works.

The following mitigation is required:

- Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. The report states that electric vehicle charging infrastructure will be provided for 20 parking spaces, which is acceptable.
- The report states that a car club space may be positioned off site. SBC request that two car club spaces are provided on-site of the development, as requested during pre-application discussions.
- A full Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works. This shall include routes for HGVs and construction vehicle trip information.
- 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.

6.8 Environmental Quality – Ground Contamination

The Geo-Environmental Assessment Report has been reviewed and the following points are noted:

Asbestos containing materials have been identified in some of the soil samples taken on site, which will require remediation. The Preliminary Remediation Strategy addresses some of the issues identified and the methods likely to be used to mitigate them. This can be further expanded into a Site Specific Remediation Strategy (SSRS), but as a minimum it addresses the need for an SSRS.

Once the demolition of the existing buildings takes place, additional sampling might be necessary, and the SSRS revised.

Based on the above, it is recommended conditions are secured which provide remediation validation and a watching brief.

6.9 Environmental Quality – Senior Carbon Project Officer

The Sustainability and Energy Statement provides a descriptive overview of how the emission reduction targets will be met. The statement proposes measures for the scheme and explains how they will achieve the target values for carbon emissions reduction.

To achieve the minimum stated target values the proposed measures should be implemented. All proposed energy efficiency and renewable energy generation measures should be implemented prior to dwelling occupation. No further objections.

6.10 Building Control

Some of the lower rise blocks (A, C, F etc) have only been provided with lift for installation at a future date. With new developments like this, I would have expected some provision for lift access to all blocks and levels. There may be issues with this in relation to the podium deck but at present, I cannot see a reason for their omission.

The basement car park level below the podium deck will require ventilation provisions (to be discussed at a future date).

The fire brigade access would require consultation with the RBFRS but initially, the layouts and access provisions seem sensible.

The external cladding systems seem to be mainly made up of face brick work and concrete cladding panels which are both non combustible so would not pose any issues.

Some apartment layouts (open plan) would only be suitable with the provision of sprinkler / water mist systems (to be discussed at a future date). *(Officer Response: The plans have been revised to propose lifts for all blocks, and the swept path analysis identifies that the site is fully accessible for all vehicle sizes, including for Fire Engines, HGVs, refuse trucks and drop-of vehicles).*

6.11 Neighbourhood Enforcement Team

Noise, dust and vibration from the demolition and construction phase may affect occupiers of nearby residential premises. Condition recommended requiring submission and approval of a Construction Management and Logistics Plan to control the environmental effects of demolition and construction work.

Occupiers of the development may be adversely affected by noise from external noise sources. The acoustics report details anticipated noise levels within flats caused by external noise sources. It identifies the night time internal noise criterion is predicted to be exceeded in the summertime when windows are open and temperatures high. This department receives numerous complaints due to noise from youths in public spaces on warm evenings. We would request that bedrooms at least on ground and first floor levels which have windows facing public spaces either meet the 30 dBAL_{Aeq8hr} criterion or the layout be altered to avoid bedroom windows facing public open spaces. Planning conditions are recommended to minimise effects of external noise on new occupants including the requirement to submit (1) a scheme for protecting the proposed dwellings / from noise from external sources and (2) a scheme for limiting the transmission of noise between each residential unit of accommodation and/or any other part of the building, which is not exclusively used as a unit of accommodation.

- 6.12 Fire and Access Officer
See Building Control Comments
- 6.13 Community Services – Leisure
No objections
- 6.14 Asset Management - Education Planning
No objections
- 6.15 Tree Officer
No objections subject to tree protection measures being in place
- 6.16 Transport and Highways
Comments set out in the report
- 6.17 Lead Local Flood Risk Authority
Foul Water: The drainage strategy report indicates that the proposal will increase the foul water discharge from the site and the foul water capacity check has not been undertaken so far. LLFA recommends confirmation to be provided from the water authority to assess whether the public sewer system has capacity to allow the additional flow without increasing the flood risk.

Surface Water: Following the review of the documents it is noted that groundwater is recorded at 3.7m bgl. Contamination made ground was encountered in three investigative positions in the north-eastern corner of the site and the made ground is up to 1.2m deep. The LLFA

recommend that the further detail is provided to be approved prior to permission being granted. This includes evidence of infiltration tests, detailed calculations of the attenuation storage capacity needed for the entire drainage system, full details of the surface water treatment and whether exceedance flows and runoff (in excess of the design criteria) have been considered.

6.18

Berkshire Archaeology

The Desk Based Assessment (DBA) submitted with the application suggests that the archaeological potential and significance of any archaeology the site is low. It did however identify that the wider area shows evidence of earlier human activity from all periods, with significant archaeology 500m from the site boundary. Therefore, as the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development, a condition (securing a Written Scheme of Investigation) is recommended in order to mitigate the impacts of development in accordance with Paragraph 141 of the NPPF.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 National Planning Policy Framework (2019) and National Planning Policy Guidance:

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which 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 clear reason for refusing the development proposed (footnote 6); 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.

Footnote 6 notes that the policies referred to are those in the NPPF

(rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.

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

Core Policy 1 - Spatial Vision and Strategic Objectives for Slough

Core Policy 2 - Green Belt and Open Spaces

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 9 – Natural and Built Environment

Core Policy 10 - Infrastructure

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

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

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy EN34 – Utilities Infrastructure

Policy T2 - Parking Restraint

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Services

7.4 Other Relevant Documents/Guidance

Slough Borough Council Developer's Guide Parts 1-4

Proposals Map

7.5 Slough Local Development Plan and the NPPF

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

National Planning Policy Framework (NPPF) was published on 19th February 2019.

The National Planning Policy Framework 2019 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Following the application of the updated Housing Delivery Test set out in the National Planning Policy Framework 2019, the Local Planning Authority cannot demonstrate a Five Year Land Supply. Therefore, when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the National Planning Policy Framework 2019 and refined in case law. The 'tilted balance' as set out in the NPPF paragraph 11 requires local planning authorities to apply the presumption in favour of sustainable development (in applications which relate to the supply of housing) unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Planning Officers have considered the revised National Planning Policy Framework 2019 which has been used together with other material planning considerations to assess this planning application.

7.6 Emerging Preferred Spatial Strategy for the Local Plan for Slough

One of the principles of the Emerging Preferred Spatial Strategy is to deliver major comprehensive redevelopment within the "Centre of Slough". The emerging Spatial Strategy has then been developed using some basic 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.

A number of strategic housing sites were identified to implement the spatial strategy. Tower and Ashbourne was not identified as a strategic housing site however it was referred to as estate renewal project that would demolish the high rise blocks and create a sustainable

neighbourhood. It is identified as a site in the Council's current housing trajectory.

It is important that Tower and Ashbourne and other key sites within the town centre or on the edge are developed in a comprehensive manner and that all of the necessary linkages and infrastructure are provided.

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. This planning report identifies the possible equality impacts on the protected groups within the following sections.

7.7 The principal planning considerations for this proposal are:

- The Principle of Redevelopment
- The Loss of Undesignated External Space
- The Need for High Quality Additional Affordable Housing within Slough
- Design and Impact on Streetscene and Local Townscape
- Highways Impacts, Transport and Car Parking Matters
- Impacts on Residential Amenity
- Environmental Impacts

8.0 **Planning Assessment**

8.1 **Principle of Redevelopment**

8.2 The principle for residential use of the land is established through the current use of the site which comprises 120 residential flats. The proposed redevelopment of the site would provide 193 flats comprising an increase of 73 dwellings. The provision of additional residential accommodation is supported by adopted policies at all levels including at a local level within the Core Strategy and Local Plan and at a

national strategic level within the National Planning Policy Framework (2019).

- 8.3 Core Strategy Policy 1 (CP1) sets the spatial strategy for the Borough and this requires all development to take place within the built up area, predominantly on previously developed land. The policy also requires the scale and density of the development to be related to the site's current or proposed accessibility, character and surroundings.
- 8.4 Core Strategy Policy 3 (CP3) requires a minimum of 6,250 new dwellings to be provided in Slough between 2006 and 2026. The policy advises that any additional housing will be built in the town centre, or other appropriate urban areas in accordance with the Spatial Strategy.
- 8.5 Core Strategy Policy 4 (CP4) requires high density housing to be located in Slough Town Centre, and in urban areas outside the town centre at a density related to the character of the surrounding area, accessibility of location and availability of local services, facilities and infrastructure.
- 8.6 As noted above, the Council currently cannot demonstrate a 5 year supply of housing, in accordance with the NPPF (2019) which means the minimum housing policies set out in the Core Strategy policy CP3 are out of date. Therefore, when applying Development Plan Policies in relation to the development of new housing, the presumption in favour of sustainable development will be applied, which comprises a tilted balance in favour of the development as set out in Paragraph 11(d) (ii) of the NPPF, which is defined in this report.
- 8.7 Para 59 of the NPPF confirms it is the Government's objective to significantly boost the supply of homes. The NPPF also advises that it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The NPPF Para 117 states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Parts (c) and (d) of the NPPF (para 117) advise that planning authorities should give substantial weight to the value of using suitable brownfield land within settlements for homes (et al) and promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

- 8.8 In the context relevant to this application, the proposals result in the provision of 73 additional (net) affordable dwellings, in addition to the re-provision of 120 existing dwellings, which is considered to make a significant contribution towards meeting the Council's identified housing needs and 5 year supply of deliverable housing sites. It is also important to note that the proposals are for 100% affordable dwellings which will provide much needed affordable accommodation for existing Slough residents to be able to meet the increasing housing needs in the Borough. Furthermore, the proposals result in the redevelopment of brownfield (previously developed) land which contains under-utilised land and buildings for new homes that could be used more effectively in order to meet identified needs for (affordable) housing in Slough. The whole site is considered 'previously developed land' consistent with the definition in the NPPF (*the definition of 'previously developed land' in the NPPF is: "Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure*). It is considered that the external open land and car parking areas provide functional (albeit low quality) spaces associated with residential use of the site which confirms the whole curtilage is 'previously developed'. Significant weight can therefore be given to the proposed provision of additional affordable homes within the assessment.
- 8.9 It is also important to recognise the current and emerging context regarding the site location and the poor quality environmental condition of the site. The site is located within a central urban context; adjacent to the Town Centre Boundary on Chalvey Park with Bath Road (the A4) located approx. 100m to the north of the site. The site is not designated within the Core Strategy or Local Plan but due to the current low environmental quality of the site and the empty and dilapidated condition of the buildings, there is a good opportunity for a redevelopment to significantly improve the appearance of the site, and provide new higher quality public spaces which benefit the new residents and locals residing in the area, whilst increasing the supply of housing.
- 8.10 The appearance of the site, at present, is characterised by the two large towers and swathes of under used, left-over open spaces which have a poor environmental quality. The emerging scale of buildings and development within the nearby town centre sites on Windsor Road and Bath Road and proximity of the rail and bus stations, defines the central and urban setting which contains residential blocks of flats (up to 11

storeys) and two-three storey dwellinghouses (terraces, detached and semi-detached).

- 8.11 Although not within the town centre itself, the context of the site is intrinsically urban in character with the two tower blocks defining a dense form of residential land use. The easy access to local facilities, services and infrastructure on Bath Road, Windsor Road and adjacent Town Centre suggests that the site could support a denser form of development which responds to the central urban and highly accessible location. The site is therefore considered suitable to accommodate additional housing, subject to a detailed planning assessment.
- 8.12 Subsequent to the public consultation carried out by the local planning authority on the planning application, one respondent has questioned the reasons for comprehensively redeveloping the site, instead of refurbishing the existing buildings. By way of a response the applicant has put forward a statement explaining its reasons. These are summarised the following paragraphs in order to set out the context for which the proposals have been prepared.
- 8.13 In 2015 a decision was made by the Council's Housing Department to find new homes for the rented existing tenants in the existing Tower and Ashbourne House buildings. The applicant advises that this decision was made acknowledging the need for long term refurbishment works to improve the condition of the buildings, the quality of the existing accommodation and the fact the site was blighted by anti-social behaviour. By 2015, it was considered by the Council's Housing Department that the buildings had come to the end of their economic life and any improvement works would have costed a significant amount of money. In considering its options, the Council (as the land owner/landlord) resolved it would not be economical or represent good value to refurbish buildings that were considered no longer fit for purpose and did not meet modern day planning standards (eg: none of the units contain private amenity space, are sized to accommodate larger families (with 3 beds+) or are built to wheelchair accessible standards). Housing Officers have confirmed that the existing buildings are also inefficient to maintain due to their age and layout. There is a significant amount of under-utilised open space around the edges of the site that need to be maintained, and which has the potential to fall into disrepair leading to further deterioration of the environment.
- 8.14 The applicant cites that the buildings are and were (when occupied) subject to a significant amount of anti-social behaviour (ASB) in and

around the site. This includes drug dealing and abuse, drinking, loitering in communal areas and rough sleeping. The area is known to be an ASB hotspot by the Police and the layout of the existing buildings (with no ground level accommodation, lack of natural surveillance and poor levels of lighting) compounding these issues. It is considered that the crime and anti-social behaviour contribute to the poor living conditions and environment for the existing residents and a refurbishment scheme based on the existing layout might not have the capability to mitigate these issues. As such, officers consider that the applicant has duly evidenced how it resolved to redevelop the site whilst considering the viability of a refurbishment scheme.

- 8.15 As such, on the basis of the above justification, the current proposals offer the opportunity to deliver much needed (additional) high quality affordable homes in buildings that can be designed to meet Secure by Design principles, provide family accommodation (for 3 bed units for 5 persons) all with access to private balconies and communal amenity areas and provide fully accessible units available for wheelchair users and people with disabilities.
- 8.16 It is also considered that the redevelopment of the site provides further opportunities to make a significant improvement in terms of place making that could improve the environment in and around the site. It is considered that the provision of high quality buildings within a landscaped setting (to replace the existing unattractive buildings) could be a significant improvement to the streetscene and surrounding area, subject to the detailed design and layout.
- 8.17 It is also considered that a new-build scheme would provide better quality new homes than converting/refurbishing the existing flats. A comprehensive new-build would also ensure all new flats are built to meet all modern day standards. A new build development would be required to incorporate sustainable methods of building design to result in significant reductions in carbon emissions, and function in a cleaner and greener way. Overall a new build scheme provides greater opportunities for the future residents to be able to live in higher quality new homes within an attractive development that provides a more effective and efficient use of the land in accordance with the NPPF (2019) and Core Strategy Policies CP1 and CP3.

Non-Residential Land Uses

- 8.18 The proposals also make provision for 136 sqm of flexible ground floor use in Block E. The applicant has not resolved how this space will be

used to date, but has applied for planning permission for flexible Use Class B1 (offices), or Class D1 (community space) or D2 (community leisure facility). At present there are a number of different options on how the space will be used hence why the applicant has applied for a range of uses.

- 8.19 In terms of the Class B1 use, the applicant suggests that the space could be used for a housing office for the management of the building. This would be used by the Neighbourhood Housing Team. The provision of this small area within the development would operate within hours that could be conditioned and given the size and layout, is not anticipated to cause significant trips to and from the facility. In terms of the Class D1 use, the applicant suggests that there is potential that the space could be used as a crèche or nursery which would be for residents and the wider community. This could be managed by an external provider or the Council. Again, the proposed floorspace could be subject to conditions controlling the hours of use and the various operations/events within a management plan, which includes the requirement to ensure the facility is accessible to the public (for community meetings, clubs, groups etc). In terms of the Class D2 use, the applicant envisages that the space could be used as a community space for a leisure use. This could include exercise classes such as Zumba, Pilates and Yoga. The space could be managed by the Council or an external provider. The space could also be used for activities such as table tennis. The applicant confirms that the space would be used for the wider community not just residents of the scheme. The provision of a potential community use for future residents and the wider community is welcomed, and is a benefit of the development to be factored into the planning balance.
- 8.20 It is considered that all of these uses could be controlled by way of suitably worded conditions confirming the hours of operation and the provision of details of the operations/events/function plans to ensure the additional uses complement the residential uses in the area, and would not give rise to unacceptable environmental impacts. The proposed non-residential floorspace has potential to provide some limited benefits (in NPPF terms) in term of employment provision, promoting healthy and safe communities (if D2 use) and building a strong economy. These benefits are tempered given the small scale of the provisions, but the ground floor non-residential floorspace would be a benefit weighing in favour of the development, in the planning balance.

- 8.21 Officers have given due regard to the NPPF which sets out the core planning objectives and includes the requirement that planning should proactively drive and support sustainable development to deliver the homes the country needs. The proposals will deliver a range of social, economic and environmental benefits which are identified in the report. It is considered, in principle, that the proposed development meets the three key requirements which define sustainable development in line with paragraph 7 of the NPPF. It is therefore considered that the application proposals comply with the principle of sustainable development, in accordance with the NPPF.
- 8.22 As such, it is considered that the proposals would be compliant with the NPPF, Core Strategy Policies CP1, CP5, CP6 and CP10 and Local Plan Policies OSC15 and EMP4 and the principle of development is acceptable.
- 8.23 **The non-designated external open land**
- 8.24 Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan). Local Plan policy OSC8 (Green Spaces) states that development proposals which result in the loss of green spaces will not be permitted unless the amenity value of the green space can be largely retained and enhanced through development of part of the site. Core Strategy Policy CP2 (Green Belt and Open Spaces) identifies that existing private and public open spaces will be preserved and enhanced. Where, exceptionally, it is agreed that an open space may be lost a new one, or suitable compensatory provision, will be required to be provided elsewhere.
- 8.25 The proposed development results in the enhancement of play facilities and the re-provision of the central green within the heart of the development. The existing spaces are privately (Council) owned and managed and were built to serve the former residents of the development. Parts of the site are publicly accessible to non-residents (of Tower and Ashbourne House). In particular the central green and play facilities are known to be used by members of the public with the Council (using discretion as the owners) granting rights to use parts of the land. An application made by the local Chalvey Community Forum to grant Village Green status for the parts of the land was rejected in 2016 at a non-statutory public inquiry, with the Inspector ruling that the

application failed on all counts (of Section 15 of the Commons Act 2006). Notwithstanding this, consultation feedback on the application revealed that this space is valued by the Community Forum, and so the value given to this space is to be considered in the context of the planning assessment.

8.26 The applicant has carried out an assessment of the current provision of the external spaces on the site and this will be weighed against the re-provided open space with new play facilities as part of a qualitative assessment to determine whether the development adequately compensates for the reduction in usable open space on the site. It must be noted that the open space comprises non-designated private land, with only parts that are open to the public. The land (overall) is considered to be of limited biodiversity or scientific value and does not provide any heritage importance. As such, there are no statutory local or strategic planning policies in the Local Plan or Core Strategy requiring the protection or safeguarding of this land for conservation, heritage, ecological or scientific grounds.

8.27 Notwithstanding this, Local Plan policy OSC4 requires protection of private playing fields and courts in new housing developments and OSC8 requires the amenity value of green spaces to be retained and enhanced through development. The site does not provide playing fields or courts, and so policy OSC4 does not apply in this instance. The applicant considers that 3,700 sqm of the site provides good quality usable space for residents of the buildings. The large northern part of the site is largely inaccessible to the public and is not well-overlooked and other parts of the land comprise grass verges and green pockets around the hard-standing areas which perform limited functionality. It is considered that the site has been planned in an inefficient way (typical of 1960s/70s tower block designs) with significant left-over areas and poorly defined spaces adjacent to the buildings. As such, there is considered to be ample scope to re-plan the site to ensure publicly accessible open space and play areas are more efficiently planned with buildings orientated to provide improved natural surveillance.

8.28 It is accepted that the development results in a net loss of communal private space overall and the removal of the play equipment and metal goalpost, and associated features. Nonetheless, the proposed development proposes approx. 4,858 sqm new and fully accessible amenity spaces (excluding private balconies) which comprises a central green (2,320 sqm) and podium courtyard (to Block C, D and E) and rear communal garden to Blocks A and B. The newly proposed

public and private amenity spaces would provide a significant qualitative improvement to the existing quality of the environment, and subject to the detailed landscape provisions, play space equipment design, lighting plans and street furniture, there is potential to significantly enhance the appearance and functionality of the green spaces and amenity areas in accordance with Local Plan Policy OSC8 and Core Strategy Policy CP2. It is also considered that although there are parts of the site attributed value by local residents, such value must be commensurate with the statutory status which in this instance does not benefit from any planning designations requiring its protection or no net-loss of area. In conclusion, officers do not consider the existing open land to be a 'valued landscape' for the purposes of NPPF Paragraph 170. It is considered that the proposals would significantly enhance the appearance of the site and provide a more functional and attractive provision of green spaces and amenity areas including a new children's play facility, in accordance with the NPPF requirement to conserve the natural environment and local plan policies to ensure betterment of amenity land.

8.29 The Need for Affordable Housing within Slough

- 8.30 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.
- 8.31 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. An Issues and Options document was published in February 2017 which confirms that the objectively assessed housing need for the plan period is 927 dwellings per annum (a total of 18,540 during the 20 plan period). The emerging targets are for the delivery of 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.
- 8.32 The spatial distribution of housing within the Core Strategy focusses housing growth within the town centre, where the target is for a minimum of 3,000 dwellings. For major sites in other urban areas, there is a target of 1,350 dwellings.

- 8.33 The Slough Housing Strategy (2017) advises that housing demand is set to increase further with the expansion of Heathrow, the regeneration of the Town Centre, the introduction of Crossrail offering reduced commuter journey times into central London and the promise of future fast rail links with Birmingham and the North with HS2. Substantial numbers of new homes are already planned as part of Slough's regeneration, but demand for new housing will also continue to increase due to the growth in employment opportunities and population in the borough. While it will be important to achieve a balance in the new housing which is provided, it is considered a high priority to provide sufficient much-needed affordable housing to allow people to establish themselves and to stay in Slough even if they cannot afford market accommodation.
- 8.34 The Strategy states that the Council is determined to maximise the provision of affordable housing. This will come from a mixture of council land and initiative combined with private developments via the planning system. Primarily, new affordable homes will be to rent, although the council is now looking for a wider range of opportunities to facilitate low cost home-ownership and a range of affordable rent products (such as Slough Living Rent) to meet the aspirations of local residents to remain in the borough and have greater access to lower cost home-ownership and secure rent accommodation.
- 8.35 The proposed redevelopment of the Tower and Ashbourne House scheme has been submitted as a 100% affordable rented scheme to be let at Slough Living Rents (SLR). The current SLR is approx. 70% of market rent which is below the Local Housing Allowance level and is inclusive of service charges. In 2019 these rents are typically £658 per month for 1 bed 2 person units, £865 per month for 2 bed 3 and 4 person units and £968 for 3 bed 5 person units. Although the tenure of affordable housing does not follow the standard provisions set out in the Core Strategy and Developer Guide (which recommends mixed tenure with some intermediate accommodation for sale), officers will consider the merits of the proposals within the assessment. Firstly, the provision of Slough Living Rent accommodation has allowed the applicant to maximise the quantum of accommodation on the site, through various funding and subsidies. The applicant contends that the 100% rented proposal also gives the greatest flexibility to re-focus affordable rents at social rent levels supported by subsidy from Right-to-Buy receipts.
- 8.36 Furthermore, the applicant has provided sufficient justification for the proposed Living Rent basis for the affordable rented scheme. The SLR

tenure has been proposed in response to an identified need for such a product at scale in proximity close to the town centre within easy reach of key employment locations. It is considered that that the accommodation will be available to range of households including those on lower incomes, and existing residents receiving local housing allowance. It is also noted that resident consultation undertaken during the pre-application process emphasised the need to address the shortage of affordable rented housing. It is considered that a further advantage of providing 100% Slough Living rented tenure will ensure that the homes will remain affordable (at a local level) for the entire duration of the lease (proposed to be 40 years) and would not subject either to the Right to Buy or to sale to the private sector.

8.37 In light these factors, it is considered that there is considerable merit in the proposals (for the proposed 100% SLR tenure at the proposed dwelling mix. Subject to the guarantee that the SLR will be set at a sufficiently affordable level, it is considered there is a reasonable justification to deviate from the standard policy based mix. It is considered that the proposed redevelopment of the Tower and Ashbourne estate for 193 affordable housing units is fully in accordance with the Council’s Housing Strategy and the provision of additional and re-provided affordable accommodation should be given significant weight in the planning assessment as it would address the under-supply of housing in recent years.

Housing Mix

8.38 Core Policy 4 sets out that in areas outside the town centre, new residential development will predominantly consist of family housing and that there should be no net loss of family accommodation as a result of redevelopment. The proposed dwelling mix comprises the following:

Unit Type	Number	Percentage
1-Bed 2 Person	64	33%
2-Bed 3 Person	34	18%
2-Bed 4 Person	75	39%
3-Bed 5 Person	20	10%
Total	193	100%

8.39 The site is located just outside for the town centre boundary and is a short walk into Slough Town Centre. As such the site is located in a very sustainable location which is suitable for a range of dwelling types, including for families and small households. Whilst Core Policy 4

requires that in areas outside of the town centre new residential development should be family housing, it is considered that the proposed mix of housing sizes/types is appropriate for the site acknowledging that the existing buildings comprise of 40x 1 bed and 80 x 2 bed flats only with no larger family sized dwellings. Both existing towers are arranged identically with 4 x 2 beds and 2 x 1 beds on each floor.

- 8.40 The proposals are considered to deliver betterment in terms of the provision of a range of unit sizes, including 2 bed 4 person units and 3 bed maisonettes which are suitable for families. The proposals are considered to comprise a broader and more sustainable mix than the current provision of dwellings on the site.
- 8.41 The proposed 1 and 2-bedroom flats (range from 52 to 72 sqm) and larger 3-bedroom maisonettes (range from 90 to 100 sqm). Wheelchair units are provided within the 1 and 2-bedroom flats and exceed the nationally prescribed space standards. In light of this it is considered that the scheme proposals accord with Core Strategy Policy 4 in terms of the housing mix.
- 8.42 The proposed quality of the residential units has been considered by officers and regard has been given to the detailed floor plans submitted for each apartment as part of the application. All apartments have access to their own private balcony, with some apartments containing a defined private terrace at the front (for the ground floor duplex units) and at the rear for the podium facing units. Block A contains usable private amenity space for the ground floor duplex units at the front and rear.
- 8.43 The Internal daylight results within the proposed development as identified in the daylight and sunlight report show an exceptional level of compliance, with 99% of the rooms achieving the BRE guidelines for internal daylight amenity. Equally, considering the internal amenity to the proposed accommodation with all the trees in place, all of the habitable rooms within blocks A and B of the proposed development fully satisfy the BRE guidelines for internal daylighting.
- 8.44 It is concluded that a high standard of residential accommodation will be provided within the development and will set a higher bar for affordable and private housing developments to match in forthcoming developments.
- 8.45 **Design and Impact on the Streetscene and Local Townscape**

- 8.46 Saved Policy EN1 requires development proposals to reflect a high standard of design and must be compatible with, and/or improve the surroundings in terms of layout, scale, height, architectural style and materials. Policy CP1 of the Core Strategy states that the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings. Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited. Policy CP8 of the Core Strategy 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.
- 8.47 Policy CP8 defines High Quality Design as to: 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. Policy CP8 requires that the design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area.
- 8.48 The NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Development should function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development and provide for an appropriate mix of uses, respond to local character and history, create safe and accessible environments which are visually attractive.
- 8.49 The applicant has engaged proactively with officers in the design process in accordance with the advice set out in the NPPF which advocates the use of Design Review Panels. The proposals (at pre-application stage) have been reviewed as part of the Design Review Panel (Design South East) on two occasions and the scheme was subsequently amended and modified to take into account the feedback from these sessions, and the pre-application discussions with the local planning authority. The key improvements secured by design review include modifications to the block shapes to create a more efficient form, simplification of architectural styles and public realm amendments.

Layout

- 8.50 The layout of the site has been arranged to respond to the surrounding context of building form and landscape. It has also enabled the retention of a number of mature trees and provision of a new open space including play equipment for the local community.
- 8.51 The proposed blocks are arranged around the new enhanced central green, reflecting the existing east-west desire line between Chalvey Park and The Crescent. The layout results in the maisonettes fronting the central green which provides a street like feel to the development. Blocks, A, B, D and E provide active frontages that provide improved natural surveillance of the open space which will be safer and more user friendly than the existing site. Car parking and servicing provisions have been omitted from this area to declutter and simplify the appearance. Officers consider the design, layout and orientation of the central green makes provision of space which would deliver a high quality community focused open space, which adequately responds to the comments raised during the consultation exercise carried out by the local planning authority and the pre-application consultation exercise carried out by the applicant. The proposals make further provision for a community facility (community room or leisure facility) within the ground floor of Block E adjacent to the green which is would be available to the public in addition to residents in the development. The provision of the internal community space is a further benefit for the wider public.
- 8.52 The eastern and western site boundaries provide opportunities to create new development blocks which continue the active frontages on The Crescent and Burlington Avenue (to the west) and create a new active frontage to Chalvey Park where previously no frontage existed. The provision of residential frontages with ground floor entrances and windows to habitable rooms behind defensible spaces creates further natural surveillance of the public realm further improving the sense of a secure site and this would reduce opportunities for crime and anti-social behaviour in the area generally.
- 8.53 The proposals include the provision of a landscaped car parking area to the northern tip of the site which is overlooked by Block F. The northern area includes retaining the various trees, the provision of new boundary treatment and a lighting scheme to ensure the area is safe and overlooked. Further details of lighting and boundary treatment can be conditioned, along with a further condition requiring tree protection

measures to be carried out in accordance with the Method Statement submitted as part of this application.

Scale, Massing and Height

- 8.54 The presence of the two existing 11 storey towers (both 29.5m in height) comprises a baseline condition for high rise development which the development has been assessed against. The location of the development would be within an urban central setting close to Slough Town Centre which contains a range of building typologies and scale/heights. The scheme has regard for the current tall buildings and their dual presence in the sky line and surrounding townscape by virtue of the creation of a singular land mark building (Block E) at 16 storeys (52m approx). The overall perceived bulk of development within the townscape context is considered to be more pronounced with the two towers than the taller more slender single building. This is demonstrated within the Townscape Impact Assessment. It is also considered that the proposed single tower (Block E) has a significantly more refined appearance and aesthetic quality than the current monolithic and unarticulated structures and has the potential to make a significant positive contribution to the area with a landmark quality building. Block E has been positioned to terminate views into the site from along Chalvey Park and its height has been optimised to act as a way-finder and gateway into the town centre from the suburbs.
- 8.55 The proposed lower rise buildings comprise mainly 4 storey blocks, with a 5 storey (18m approx. in height) Block D facing onto the central green. Blocks A and B range from 3-4 storeys (12-14.5m approx. height) with a 6 storey (21m approx. height) element adjacent to Block E (52m approx. height). It is considered that the height of the lower rise blocks is appropriate for the urban location in close proximity to the town centre, in order to make an effective use of the land and that reflects the emerging character and scale of buildings coming forward in the area to respond to the pressing need for additional housing. The scale, massing and height of the development are considered to respect the existing surrounding development in terms of urban design and residential amenity. The two flatted blocks to the north on Bronte Close comprise four and five storeys and the extended converted buildings at Shaftsbury Court (provide 3 floors of residential accommodation). These buildings provide part of the established context demonstrating that the heights of the development are consistent with these buildings. Block A steps down in height to three storeys where the block adjoins the two storey row of buildings on The Crescent and Block B steps down to four storeys to relate better to the

three storey Edwards Court to the south. The contextual elevation drawings demonstrate that the disposition of height across the site is acceptable to ensure the development relates to the immediately adjoining properties.

- 8.56 Blocks A/B and D on either side of the green have been designed to maximise the southerly views whilst providing natural surveillance and a sense of enclosure. The heights have ensured adequate light will enter the central green and podium whilst not visually impacting the street scene. In summary, it is concluded that there is a strong justification for the proposed height and scale of the development which responds positively to the urban town central context and the pressing need to increase affordable housing supply within Slough.
- 8.57 The height and scale of the development has been the subject of objections raised by residents and community groups. It has been suggested lower rise low density buildings would be more appropriate. Officers consider that any scheme along these lines would not optimise the potential of the site, and could likely result in compromises in terms of providing private amenity spaces, car parking and communal public realm. Crucially, lower rise, low density development would reduce the residential capacity (less than the existing 120 units on site) and result in a smaller central public green the proposed which would be contrary to Local Plan and Core Strategy policies and would not constitute sustainable development for the purposes of the NPPF. It is considered that the current proposals optimise the capacity of the site by delivering high quality buildings which significantly improve upon the existing buildings, provide a considerable quantum of new higher quality affordable dwellings with a wide range of dwelling typologies and sizes (including family accommodation) and provide a generously sized landscaped central green which would be accessible to the wider community including for young children with the re-provided play area. It is considered the scale of the development deviates from the two storey terraces and semi-detached housing in the areas to the south and east, but this deviation is considered to be acceptable in light of the significant townscape and streetscape benefits listed in this report.
- 8.58 The predominate material within the new buildings is brick in a mid tone which provides texture and warmth to the buildings and will compliment the existing predominantly brick buildings in the surrounding neighbourhood. A darker brick is proposed to define the tower (Block E). The building elevations have been broken down through the use of window surrounds, brick detailing, header courses and use of secondary materials, which are illustrated within detailed bay studies

provided in the DAS. Recessed balconies and entrances include lighter cladding materials to reflect light into the homes. The proposed materials palette is considered to be of high quality and will significantly improve upon the architecture of the relatively unadorned and utilitarian 11 storey towers. It is also considered that the DAS demonstrates how the local building vernacular is incorporated into the scheme design in order to ensure that the development reflects a high standard of design and is compatible with/improves the surroundings.

- 8.59 The design of the buildings, their components, and landscape design elements will enhance the character of the existing site and surrounding area, and aspires to create a strong positive precedent for future developments in Slough.

Creating a Safe and Secure Environment

- 8.60 Paragraph 91 of the NPPF requires planning decisions to promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5 which requires development proposals to be designed to reduce the potential for criminal activity and anti-social behaviour. This has been addressed within the scheme which provides secure boundaries around private spaces, and ground floor entrances serving dwellings alongside communal entrances with ground level accommodation to maximise the natural surveillance of the public open space and play area, and external areas such as the car park. The scheme will generally be well-lit around the external areas and include the use of robust materials that are difficult to damage.

- 8.61 Additional detailed provisions have been incorporated into the internal layout of the buildings to ensure compartmentalisation of each floor level, with provisions for access controlled systems to improve safety and security of the dwellings. These provisions were made on the advice of the Crime Prevention Design Advisor and a planning condition is recommended to ensure that the applicant used best endeavours to achieve a gold standard Secure by Design certificate for the development. Officers consider that the provisions incorporated within the development to reduce opportunities for crime and anti-social behaviour would create a considerable improvement to the existing condition of the site. With good design practice (in terms of building frontages, lighting systems and in-built access/security systems), that the proposals would demonstrate compliance with Local Plan policy

EN5, Core Strategy Policies 8 and 12 and the NPPF (2019) in terms of the provision of a safe and secure environment.

Townscape

- 8.62 The planning application is accompanied by a Townscape and Visual Impact Assessment (TVIA) which identified three local townscape character areas (LTCA1 - Chalvey/ Upton Residential Area, LTCA2- Town Centre/Bath Road/Windsor Road Commercial Area and LTCA3 - Salt Hill residential area) which the development would be seen within. All LTCAs were determined as low townscape value through the TVIA analysis. In terms of impacts on the LTCAs, the TVIA assessment concludes that there will be a neutral effect of negligible magnitude on one of the LTCAs, and beneficial effects of a low and high magnitude on the other two LTCAs.
- 8.63 The assessment of visual effects identifies that there would be changes to local views arising from the proposed development, but all of the effects are considered to be either neutral or beneficial. Representative viewpoints to the application site (with the development in situ) have also been identified and assessed. For all of the representative viewpoints, the effects are either neutral or beneficial and some of the beneficial effects are of a medium magnitude.
- 8.64 Overall, the TVIA concludes that there would be a low magnitude of change caused by the proposed development in townscape and visual terms and that the scheme would have a fairly limited impact on views from within the local and wider area. It is considered that the proposals would result in improvements to the local townscape character due to the removal of existing tower blocks which are negative contributors to the townscape character of the local area; the proposed quality architectural design which has a better relationship to the wider townscape context; and the improved public realm which provides improved connections and amenity space for the wider community.

Trees

- 8.65 Saved Policy EN3 sets out that a comprehensive landscaping scheme will be required for all new development proposals. Where there are existing trees which make a significant contribution to the landscaping, these are expected to be retained and incorporated into the new scheme. Saved Policy EN4 adds that if the removal of one or more trees is permitted as part of a new development, an equivalent number

or more of new trees, of a similar size or species must be planted as near to the location of the removed tree(s).

- 8.66 A Tree Survey and Arboricultural Impact Assessment has been submitted with the planning application. The Arboricultural Method Statement (AMS) demonstrates the protection measures for the retained trees and should be read in association with the Tree Protection. The emphasis of the report is predominantly that of preservation and tree protection. It identifies methodologies to provide protection for the retained trees, to ensure their safe and healthy retention during construction and post development, as guided by BS5837:2012 and current best practice.
- 8.67 A total of 27 individual trees and 10 groups of trees were identified as part of the Tree Survey. The applicant contends that it is not possible to retain all of the trees on site given that many are in locations that would significantly restrict the locations where buildings could be located. 13 individual trees and 9 groups of trees are proposed to be retained. 11 individual trees (5 x low quality Category C trees, 6 x moderate quality Category B trees) and 1 x low quality Category C group of trees are proposed to be removed to facilitate the proposed design layout.
- 8.68 In order to mitigate the loss of 11 trees, it is proposed to plant 25 new trees and integrate them within the proposed landscaping scheme. Overall there is an increase of 14 new trees as part of the scheme landscaping proposals which is considered to adequately compensate for the removal of the identified trees, alongside the enhanced on-site landscaping scheme. All Category A trees are proposed to be retained. Therefore, all of the most valuable trees are kept and will be incorporated into the development. The Borough's Arboricultural Officer raises no objections to the proposals subject to conditions requiring the retained trees to be protected during construction.
- 8.69 The proposals are considered to be compliant with Local Plan policy EN4 which requires replacement trees (of similar size) when the loss of existing trees are required to facilitate development. All trees that are considered to be of appreciable value (ie: Category A) are incorporated into the landscape scheme in accordance with Local Plan policy EN3.

Play spaces

- 8.70 There are existing areas of public open space on the site, including a children's play area which provides circa 240 sqm of usable play area comprising play equipment. These public open spaces are not formally

designated as Public Open Space on the adopted Proposals Map which means that saved Policy OSC1 is not applicable (this prohibits development upon any land identified as Public Open Space except in limited circumstances).

- 8.71 Policy OSC8 relates to green spaces, which are small areas of informal green space which are not formally classified as Public Open Space but which do have important amenity value. Policy OSC8 sets out that development proposals which would result in the loss of green space will not be permitted unless the amenity value of the green space can be largely retained and enhanced through development of part of the site. The policy requires applications for development affecting green spaces to be accompanied by detailed landscaping plans so that the visual impact of the proposed development on the amenity of the surrounding area can be fully assessed.
- 8.72 The applicant has undertaken extensive engagement with stakeholders, including the local planning authority and local residents (through two consultation events and two meetings with the Chalvey Community Forum). Through the engagement process, the importance of the existing open space and play area for those that use the space is recognised by the applicant and by officers in considering the proposals. As such, the proposals have been designed to better make provision for a new higher quality public space which is safer and provides a play area for children which sufficiently re-provides the play facility in a better and more integrated way into the site layout.
- 8.73 The consultation exercise arranged by the applicant confirmed resident concerns about the existing open space and play area which is a known location in which anti-social behaviour takes place, such as drinking and drug abuse, because of the poor natural surveillance (ie: lack of overlooking from buildings and poor lighting levels). As a consequence of this, it is understood that the existing open space and play area is not as regularly used as it could be. Additionally, the Statement of Community Involvement indicated that neighbours have raised concerns over the poor quality of this part of the site.
- 8.74 The redevelopment proposals for the site include a comprehensive landscaping strategy which has been a key component of the design evolution process. The strategy seeks to provide a range of high quality landscaped spaces across the site to meet the needs of new residents as well as to create new publically accessible linkages across the site.

- 8.75 The scheme proposals provide a large area open space within the centre of the site. This area has been designed to be a high quality, well designed, safe and attractive environment for adults and children to enjoy. Both the public and communal amenity spaces have been designed to a high quality with materials and a design approach which reflects the needs of the different users of each of the individual spaces. Each space has been designed to be safe and secure with suitable boundary treatments which add interest to the public realm as well as providing security. From the outset, all of the landscaped areas have been carefully integrated with the architectural proposals for the site to enable active surveillance of the open space.
- 8.76 It is considered that high quality hard landscaping materials will be used to create accessible, legible routes and allow easy movement within the site, which can be conditioned. This will encourage cycle and pedestrian movement through the central green area for the residents and wider community. Each of the new landscaped spaces has been designed with an individual palette of materials to create character and delineate between each of the environments.
- 8.77 The landscaped area will be approximately 2,320 sqm in area comprising of useable open space including a large play area. Existing mature trees will be retained on site, and supplemented with new planting and landscaping. It is also proposed to open up a pedestrian connection through from the east to west of the site to assist with wider connectivity. As such officers consider that the proposals will therefore be a substantial improvement on the current condition of the site. The proposals have been reviewed in detail with the Council's Planning Department and the Design South East design panel who are supportive of the design of the open space that is proposed.
- 8.78 The design of the open space has been informed by the Crime Prevention Design Advisor to ensure it is designed to reduce the opportunities for criminal or anti-social behaviour. These measures include maximising natural surveillance of the open space and park; locating an on-site presence within the ground level flexible use in Block E; careful consideration of street furniture that will not attract gangs to congregate and rough sleepers; introduction of CCTV; provision of good quality and effective street lighting; and reducing blind corners where people can hide.
- 8.79 Overall it is considered that the provision of open space will be a significant improvement in terms of quality which will be a safe environment for children to play. As the quality and amenity value of the

green space on site will be enhanced by the development proposals, the proposals are compliant with Local Plan Policy OSC8 and Core Strategy CP2.

- 8.80 In addition to the high quality public and communal landscaped areas outlined above, each dwelling will also have access to an element of private amenity space in the form of balconies. Residents of Blocks A and B will have access to an internal courtyard (at ground level) and residents of Blocks C, D, E and F will have access to the podium level courtyard that has been designed with building heights at a level which provides adequate sunlight into the central areas. These additional provisions are a significant improvement to the current on-site provision of open spaces which lack a sense of ownership and landscape detail for the spaces to be well used by residents (if the blocks were in use).

Heritage

- 8.81 Core Policy 9 sets out that new development will not be permitted unless it protects and enhances the historic environment and respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations. Saved Policy EN17 sets out that special attention will be given, in the exercise of the development control function, to the retention and enhancement of locally listed buildings and their setting.
- 8.82 The Heritage Statement submitted on behalf of the applicant identifies that the nearest heritage assets are listed building group of the 'Church of St Mary' which comprises: the Grade II* Church; the walls, gate piers and gates of the Church of St Mary (Grade II). The development would appear in the skyline of Slough in long distance views from Windsor Castle (Grade I Listed).
- 8.83 Section 66 of the Planning (Listed Buildings & Conservation Areas) act 1990 requires decision makers, in determining planning applications which affect a listed building or its setting, to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. The NPPF requires in considering the impact of a proposed development on the significance of a designated heritage asset that great weight be given to the asset's conservation. The more important the asset, the greater weight should be. National planning policy also states that significance can be harmed or lost through development within its setting. Further, the policy states that any harm or loss should require clear and convincing justification.

- 8.84 The significance of the Church of St Mary has been assessed as high, with its churchyard setting contributing to its significance, but the site having a negligible contribution to its significance. The significance of Windsor Castle and associated heritage assets has been assessed as exceptional, but the site, albeit visible within its wider setting, makes no contribution to the assets' significance.
- 8.85 The proposed development would change the appearance of the site in narrow, glimpsed, views from within the churchyard where it would be viewed in the context of substantial modern buildings of mixed architectural quality. It is considered that the proposals would have a neutral impact on the setting and significance of the church, which would not amount to harm in NPPF terms.
- 8.86 The proposed development would be visible from the northern terrace of Windsor Castle but would be seen alongside other substantial buildings in the established modern townscape of Slough, behind mature woodland and landscaping. The view would change for the better, in officer's opinion, as the single standing tower would have a markedly superior design and aesthetic quality than the existing towers. It is considered that the development has the potential to improve the appreciation of the site from the Castle. It is considered there would be a neutral impact on the setting and significance of Windsor Castle which would not amount to harm in NPPF terms.
- 8.87 On the basis of the information presented within the Heritage Statement, it is considered that the development is sympathetic and considerate of the historic environment, the setting and significance of the relevant assets. Therefore the proposals meet the requirements of Core Policy 9. Officers have in the above paragraphs demonstrated how the statutory duty to have a special regard to the desirability of protecting the setting of the nearby listed buildings has been applied, alongside the NPPF guidance.

Density

- 8.88 At the national level, Section 11 of the NPPF requires that planning policies and decisions should promote an effective use of land while safeguarding and improving the environment and ensuring safe and healthy living conditions, maintaining the prevailing character and setting, promoting regeneration and securing well designed, attractive and healthy places. Paragraph 122 of the NPPF relating to achieving appropriate densities states that in supporting development that makes

efficient use of land, it should taking into account of the importance the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it. Core Policy 1 sets out that proposals for high density housing will be located in the appropriate parts of Slough town centre. Elsewhere, the density of development will be related to the site's current or proposed accessibility, character and surroundings.

- 8.89 There are currently 120 flats on the Tower House and Ashbourne House site and so the existing residential density on site is 105 dwellings per hectare, based on a site area of 1.14 ha. The proposed development will have a residential density of 169 dwellings per hectare due to the proposed uplift to 193 dwellings at the site. The proposed density optimises the use of the site in response to local housing demand and is considered to be an appropriate response to the site's edge of town centre location and excellent accessibility. It is considered that the proposals achieve appropriate intensification through a residential development and the optimisation of housing provision in accordance with the aspirations of all levels of planning policy. A design-led approach has been taken from the outset in preparing the planning application. The scheme has evolved subsequent to a detailed analysis of the site context and character of the area. As such the massing and layout of the proposals respond to this analysis and are appropriate to the site and surrounding area. The density of the proposal is a product of the design approach and appropriately reflects the site's accessible location and the close proximity to the Town Centre. This approach is considered appropriate to the site and will deliver a high quality design which will optimise the housing potential of the site.
- 8.90 The design approach has created attractive architectural design which provides high quality new dwellings. The proposals include a wide variety of new homes, of a range of sizes, types and tenures, including family housing. All affordable housing is to be designed to meet identified local needs. All the units will meet or exceed internal space standards and the proposed layout has been designed to minimise the number of single aspect units.
- 8.91 The layout of the development provides significant separation distances between each of the blocks to ensure there will be no significant overlooking or loss of privacy between individual units. Each new dwelling will be provided with private outdoor space in the form of balconies as well as having access to new high quality landscaped

open spaces within the site. The proposed new dwellings will provide much needed new housing and contribute towards housing needs.

8.92 Overall, it is considered that the proposed development is in accordance with the aspirations of national, regional and local policy. The proposals do not give rise to any symptoms of over development. The proposals reflect the emerging scale and character of the surrounding area, and, are therefore considered appropriate in density terms. The proposals will ensure that the residential development of the site is optimised as well as providing a number of other significant regeneration benefits.

8.93 Highways and Transport

8.94 Paragraph 108 of the NPPF 2019 states that in assessing specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree

8.95 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

8.96 Paragraph 110 of the NPPF states development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport and appropriate facilities that encourage public transport use. It also states applications for development should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and allow the efficient delivery of goods and access by service and emergency vehicles. Development should also be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

8.97 The applicant has prepared a Transport Statement given that the uplift in the number of units from the existing 120 to proposed 193 units is 73

units, which is within the 50-80 unit thresholds, as defined by the Department for Transport. This is considered to be an acceptable approach to enable the transport impacts to be fully assessed.

- 8.98 Accident Data: The Transport Statement (TS) includes a detailed analysis of accident data obtained from SBC and covering the most recent 5-year period. No specific accident patterns or highway deficiencies were identified that are likely to be exacerbated by the proposed development, therefore the accident review presented is considered to be acceptable.
- 8.99 Car Parking: 110 car parking spaces are proposed on site, all accessed off Chalvey Park including 10 spaces with disabled access, a ratio of 0.57 spaces per unit. The Council's parking standards (set out as guidelines in the SPG) would require the following provisions:
- 1 bed flats (communal parking) – minimum of 1.25 spaces per unit - 64 units = 80 spaces required;
 - 2 bed flats (communal parking) – minimum of 1.75 spaces per unit - 109 units = 191 spaces required;
 - 3 bed flats (communal parking) – minimum of 1.75 spaces per unit - 20 units = 35 spaces required.
 - Total = 306 spaces minimum
- 8.100 The proposed 110 spaces are therefore below those defined within the current SBC Developers Guide Part 3 for a residential development of this type within this area just outside of the current Town Centre boundaries. Notwithstanding this, Core Strategy Policy 7 outlines that maximum restraint will be applied to parking for residential schemes in the town centre and the site is considered an extension to the town centre, which reflects the emerging planning policy direction and Transport Vision (which applies maximum restraint on car parking). The current policy for the rest of the Borough advises that the level of parking within residential developments must be appropriate to both its location and the scale of the development. It must also take account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents. It should be noted that these standards are from 2008 and the emerging policy demand that developments in sustainable locations should reduce the reliance on car ownership and encourage more sustainable modes of transport. The applicant has provided an extensive justification for the lower parking ratio which has been duly considered by officers in assessing the proposals.

- 8.101 The applicant has put forward evidence of local car ownership levels determined from 2011 Census data for Slough (factoring in 18% growth in car ownership up to 2018). This results in an estimated car ownership level for the site of 0.48 space per unit. The evidence indicates the parking levels within the development are consistent with the area.
- 8.102 The applicant has reviewed the method of travel to work data for the local area and this evidence demonstrates that approximately half of those travelling to work from the local area do so without the use of a private car. This suggests that (1) people walk and cycle to work and (2) public transport is well used. It is therefore considered that there are suitable alternative modes of travel within the area, which demonstrates that not all residents will require use of the private motor car to travel in the area.
- 8.103 The applicant has provided four local precedents for residential developments within Slough for which parking ratios of 0.13 to 0.4 spaces per unit have been agreed by the local planning authority. It is noted that these application sites lie within the town centre boundary, but are a similar proximity to public transport nodes at the Bus Station and Rail Station to the development. As such, some of the comparisons are of relevance to the development.
- 8.104 The application site is located adjacent to the town centre boundary, with easy access to the A4 which is served by regular bus services. It is also within a 15 minute walk of Slough Railway Station and has good access to local facilities and shopping areas both in Chalvey and the Town Centre. The site currently provides parking to a ratio of 0.54 parking spaces per dwelling, the proposal increases this marginally to 0.57 parking spaces per dwelling. Furthermore the proposal benefits from a full complement of 193 cycle parking spaces on site to encourage sustainable modes of transport which is further supported by good walking and cycling links near the site linking them to the A4 corridor and other major routes.
- 8.105 Given the proximity of the site to the town centre, combined with the easy access to alternative public transport modes in vicinity of the site and the fact that the parking ratio has not been reduced on site, it is considered that the proposal for 0.57 parking spaces per dwelling (110 spaces in total) would be acceptable. The applicant has reviewed the proposals to see if they can rationalise the layout to provide some additional parking spaces where possible. However, officers consider that the appropriate balance has been proposed between car parking

provisions and providing accessible good quality amenity spaces which are uncluttered with further car parking numbers. Furthermore, the proposals are supported on the basis that the development would provide one on-site EV Car Club parking space (including the necessary infrastructure) and make a further financial contribution towards the local EV Car Club on Bath Road/Chalvey Park as identified in the Low Emission Strategy LES) for the Borough. Further conditions are recommended which ensure that residents in the development (with the exception of Blue Badge Permit Holders) cannot be issued with, or apply for, Controlled Parking Permits for the local CPZ. This will ensure that the surrounding streets will not be affected by additional cars from residents in the development (who own cars), and (in accordance with the measures set out in the Travel Plan for the development) will therefore encourage need for residents to utilise other sustainable forms of travel.

- 8.106 It is recognised that the level of car parking is a major concern raised by local residents. However, the reduced provision for this site is supported acknowledging that there is a pressing need to reduce the impacts of car born traffic on the local roads, for environmental reasons including the need to improve air quality levels and to deliver sustainable development in accordance with the NPPF core principles. The Council is in its early stages of preparing a Transport Vision for Slough for the next 25+ years and the adoption of car parking restraint coupled with a modal shift to more sustainable modes of travel is central to the Vision which aims to reduce traffic, improve air quality improve the environmental quality of the town and deliver economic regeneration to encourage people to work, live and stay in the area. It is considered that the level of car parking within the development is appropriate on the basis of its central and accessible location, cognisant of a sustainable urban development which is in accordance with the NPPF guidance and the emerging transport policies being prepared by the Council. It is considered that the level of car parking would not cause severe harm in NPPF terms, subject to the provisions set out in the planning application and planning conditions/obligations.

Car Park Design and EV Charging Points

- 8.107 All parking spaces measure 2.4x4.8m and are not adjacent to any obstructions. The podium parking has been designed to comply with The Institution of Structural Engineers publication "Design Recommendations for Multi-storey and Underground Car Parks 2011 - 4th Edition" to ensure it will operate safely and provide unimpeded ingress and egress for the specified number of parking bays.

8.108 The applicant has submitted a fully dimensioned car park layout for approval which includes pillars, walls and other structural elements or obstructions. All parking aisles measure a minimum of 6m (ideally 6.95m) in width to allow unimpeded access to the parking spaces. All parking spaces adjacent to a wall or similar vertical face achieve a 2.7m parking bay width to allow unimpeded access. The plans identify 10% of the parking bays are fitted with Electric Vehicle charging points with the bays designated for EV's. The plan has been reviewed by officers and is considered to be acceptable, and a condition is recommended to ensure the development is carried out in accordance with this plan.

Cycle Parking

8.109 The current SBC Developers Guide Part 3 refers to a minimum provision of 1 cycle space per unit for residents. The applicant is proposing a total of 193 cycle parking spaces located in eight cycle stores spread around the site. It is also noted that 10 visitor short-stay cycle parking spaces are proposed to the south of Block E. The general principle and proposed capacity of the secure cycle parking areas are in accordance with SBC guidance and are considered acceptable.

8.110 Revised Plans have been submitted for Blocks C and F to provide clarity on the cycle parking storage details in response to Highways officer comments. For block C, a single cycle store has been made into two separate cycle stores with one store accessible externally and the other accessible from the podium car park. For Block E, the cycle store is also split into two separate stores, containing 11 and 14 cycle spaces. This cycle storage store has changed from double stacked to vertical storage. The proposals are considered to be acceptable.

Car Club

8.111 It is recommended that the development makes provision to support the Council's emerging Car Club scheme by way of the provision for an on-site EV bay with supporting infrastructure and financial contribution towards an off-site. Due to the shortfall in numbers the on-site car club vehicle/bay shall be made available for use by residents with further incentives to encourage a modal shift and maximise the uptake/use of the vehicles. The details of the car club scheme will be conditioned.

Pedestrians

- 8.112 Highways officers have reviewed the detailed layout plans and consider that the proposals provide adequate pedestrian links to Chalvey Park and The Crescent/Burlington Avenue.

Refuse Storage & Collection

- 8.113 The refuse stores are suitably located and are adequately sized. It should be ensured that these can accommodate the correct number of 1100l Eurobins per store, allowing room for them to be manoeuvred as residual waste and recycling are not always collected together and therefore the bins must be able to pass one another within the store. A condition is recommended to ensure the refuse storage is implemented in accordance with the approved plans.

- 8.114 A suitably sized servicing bay has been provided for refuse collection on the Eastern access road accessed from Chalvey Park, bins for Blocks A, C and D are proposed to be collected by vehicles waiting on-street on Burlington Avenue/The Crescent. This proposed arrangement is considered to be acceptable in principle but must ensure that the maximum refuse collection distance does not exceed 10 metres as detailed in BS5906:2005. Highways Officers recommend that the gradient between the two points should not exceed 1:12/8%. A condition is required to confirm the gradient does not exceed this threshold.

Servicing & Deliveries

- 8.115 A large servicing/delivery bay has been provided which could accommodate postal workers, parcel delivery services and other frequent smaller deliveries. Tracking has been provided which is confirmed to be acceptable to Highways Officers. The highways officer has asked the applicant to consider whether it is possible to accommodate additional bays within the site on either side of the green space, to provide a more flexible approach to servicing the site. Such provisions are not considered to be justified as the resulting provision of bays would eat into the landscaping provisions and potentially undermined the clear east to west desire lines and reduce the quality of the central open space. Officers consider the servicing provisions on the site are acceptable, on balance, for the development.

Trip Generation

- 8.116 The applicant has undertaken an assessment of the total person trip generation of both the existing (120 units of C3 use) and proposed (193

units of C3 use) site uses utilizing the TRICS database. Both existing and proposed-use trip generation assessments consider developments of mixed-tenure (both private and affordable) flats in areas of Greater London categorised as PTAL 2 or above.

- 8.117 The net change in trip generation between the existing and proposed land uses for all modes of transport have then been calculated, with a net increase of 47 person movements in the AM peak hour and 33 person movements in the PM peak hour predicted. For vehicle movements, the net increase is 8 movements in the AM peak hour and 7 movements in the PM peak hour.
- 8.118 Highways Officers consider that a multi-modal survey could have been undertaken at the existing site to determine the site-specific existing trips (and trip rates) by all modes generated by the 120 units rather than relying on TRICS. The use of TRICS is considered robust however the original assessment has been undertaken using developments in Greater London. A sensitivity analysis has been carried out to investigate how many trips may be anticipated if different criteria were used for sites outside London which in the Council's view would provide more accurate trip rate estimations. The latter analysis generated greater trip generation values, anticipating a net increase of 20 vehicle movements during the AM peak and 22 vehicle movements during the PM peak. This is equivalent to roughly one new vehicle movement every 3 minutes, which is not considered to cause any material harm to the highway network.
- 8.119 The net changes to trip generation as a result of the proposed development are forecasted to have minimal impact on the local highway network. Furthermore, it is considered that there is very good access to local infrastructure and services relating to other modes of travel assessed are considered to be sufficient to accommodate the predicted increase in demand. The proposed development therefore complies with saved Policy T2 because the increase in trips can be accommodated within the local highways network, subject to an appropriate mitigation scheme and will, in the officer's opinion, not directly increase the risk of accidents.

Access

- 8.120 The development proposals include the repurposing of the existing eastern junction as the dedicated access to the site. The western access is to be repurposed as an entrance for emergency and refuse vehicles only, with remotely-controlled bollards to control access. A

second exit for these vehicles with bollards is to be provided onto Chalvey Park to the east of the site, immediately north of the southern building cluster. Bin collection and deliveries which will remain split.

- 8.121 The proposed vehicular access to the site will include an internal road along the northeaster corner of the site, providing access to the site's main car park, and additional spaces to the north of the building. This road will be provided to a minimum width of 3.7m.
- 8.122 The Transport Statement demonstrates that a visibility splay of 2.4m x 33m at the proposed site access onto Chalvey Park, demonstrating that the proposed junction arrangements are acceptable and meet the design requirements set out within the Manual for Streets document for a 30mph speed limit. As a result of the above, the scheme accords with saved the NPPF with regards to the access provisions because it will not endanger the safety of road users or the free flow of traffic. Highways officers consider the access proposals are acceptable in principle.

S278 Highway Works

- 8.123 Further to discussions with Highways Officers, revisions to road layout on The Crescent are required and have been proposed. These include narrowing the priority road and changing the priority of the junction of The Crescent & Burlington Avenue near to the development site. The build out will require bollards to prevent parking on the new footway, dropped kerb and tactile paving provision to aid pedestrians to cross the road and a raised table section again to aid crossing and also slow traffic at the junction. These works will need to be undertaken by the applicant under a s278 agreement with the Local Highway Authority prior to occupation of the development.

TRO Contribution

- 8.124 In light of the additional housing numbers on the site, the applicant will need to contribute £12k for the review of the TRO parking restrictions in the vicinity of the site and for the implementation of any changes. The applicant has agreed to this provision which will be secured by way of a planning obligation on the applicant.

Bronte Close Link Path

- 8.125 The layout has been designed for a potential future pedestrian and cycle link between the parking area in the northern corner of the site

and Bronte Close. This potential linkage would enable a more direct route from the site to Bath Road and subject to appropriate security controls could improve accessibility of the site. The linkage cannot currently be delivered due to the presence of a single storey bin store at the southern end of Bronte Close which directly backs onto the application site. The proposals have been designed not to preclude this linkage in the future, but the bin stores would need to be removed and it is understood this is not likely to occur given the bin stores are privately owned and used by the flatted blocks in Bronte Close. Conditions are recommended to enable the provision of boundary treatment, lighting and landscaping in this part of the site which would deter ASB and opportunities for crime from taking place within the site, but it is not necessary or justified to require the provision of the linkage between the site and Bronte Close.

8.126 The proposals are considered to be broadly compliant with the relevant saved transport and highways policies in the Local Plan (T2, T8 and T9) and the Core Strategy (CP7), and the NPPF (2019).

8.127 Relationship with Neighbouring Properties

Sunlight, Daylight, Overshadowing, Privacy

8.128 There are no specific local planning policies with regards to daylight and sunlight impacts. However, it is considered that high quality development should not cause unacceptable loss of daylight and sunlight to existing occupiers. More generally, Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship to nearby properties. The NPPF at paragraph 127 sets out guiding principles for the operation of the planning system. One of the principles set out is that authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

8.129 In considering the proposals, officers have had due regard for the impacts on the amenity and living conditions of residents residing within adjoining and adjacent dwellings. The closest dwellinghouses are located to the northwest, west and southwest on The Crescent and Burlington Avenue, to the northeast at Bronte Close, to the east (within flatted blocks in Shaftsbury Court which are under construction) and Edwards Court to the south. There are a row of single storey storage units/sheds at the rear of the properties on Burlington Avenue. The dwellings on The Crescent and Burlington Avenue contain back

gardens which are adjacent (beyond the storage units) to the north western boundary of the development. There is an access lane on Burlington Avenue which extends around the backs of the single storey storage units/sheds and which adjoins the boundary of the development site. The below distances between the development and adjacent buildings are noted:

New Development Block	Closest Existing Facing Property	Minimum Distance (Approx.)
Block A southern elevation (south facing windows to apartments) on first, second and third floors	Edwards Court (north facing windows to flats on ground, first and second floors):	24m
Block A southern elevation (walkway)	Edwards Court (north facing windows on ground, first and second floors):	22m
Block B southern elevation (south facing obscured windows/corner balconies to apartments)	Edwards Court (north facing windows):	15m
Block B (north eastern corner)	and Slough Family Centre* (proposed layout) west facing flank elevation south block:	28m
Block C western elevation (west facing windows to apartments)	Burlington Avenue (east facing windows):	15m
Block C northern (flank) elevation (no windows)	Secondary flank elevation in 29 Burlington Avenue (ground floor kitchen window)	5m
Block E (south eastern corner)	Slough Family Centre* (proposed layout) north western corner:	26m
Block F eastern elevation (east facing windows in apartments)	West facing elevation in 3-4 Shaftsbury Court (converted residential layout):	22m
Block F closest apartment windows in north elevation	Rear elevation of Outbuilding rear of 21 Burlington Avenue (no windows)	15m
Block F north eastern corner	south western corner of Burlington House, Bronte Close:	20m

**it should be noted that Slough Family Centre is currently a derelict site and the proposals have been considered on the basis of the current development which benefits from a resolution to grant planning permission for 4 no. four bedroom houses and 6 no. three bedroom houses*

- 8.130 The proposals have been considered with regards to the impact (of the development) on the existing levels of privacy, daylight, sunlight and overshadowing to determine whether the residential amenity within neighbouring properties would be materially affected.
- 8.131 A daylight and sunlight report (which was revised to respond to the amended plans) has been submitted by the applicant to assess the effects of the proposals on the daylight and sunlight levels to adjoining occupiers. The methodology and criteria used for these assessments is provided by the Building Research Establishments guidance 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE, 2011) and the British Standard document BS8206 Pt2. The BRE guidelines are the accepted methodology used by local authorities for assessing daylight and sunlight levels. The guidance sets out the primary methods of assessing daylight to existing buildings – the Vertical Sky Component (VSC) and the No-Sky Contour (NSC). The assessment for sunlight to the existing neighbours is undertaken using the Annual Probable Sunlight Hours (APSH). In this case, all three tests have been carried out to assess the impact of the development and officers have reviewed the conclusions of the three BRE tests (for measuring the daylight and sunlight effects).
- 8.132 The Housing Supplementary Planning Guidance (SPG) and National Planning Policy Framework (NPPF) reiterate the need for a flexible approach in applying policy or guidance relating to daylight and sunlight. It suggests that decision makers should recognise that fully optimising housing on large sites may lead to daylight / sunlight levels departing from those presently experienced but should still achieve acceptable levels of residential amenity and avoid unacceptable harm. This direction is a reflection of the broad objectives of the NPPF to increase supply of housing, make effective use of land and achieve well designed places to ensure all development is sustainable. As such, it is becoming common to refer to retained absolute levels of daylight and sunlight amenity, rather than looking at the change, to determine whether the daylight and sunlight levels as a result of a proposal are acceptable.

- 8.133 The technical BRE report and addendum focuses on the effects to the most sensitive neighbours at Shaftesbury Court to the east, Edwards Court to the south, the two-storey housing along The Crescent to the west / Burlington Avenue to the north. The report confirms that the development will demonstrate a high level of compliance with the BRE guidelines with 24 of the 30 existing properties assessed experiencing daylight and sunlight effects in line with the BRE criteria.
- 8.134 The Technical BRE Assessment submitted by the applicant has been reviewed by the Building Research Establishment (BRE) (prior to the submission of the planning application), on behalf of Slough Borough Council. The purpose of this was to provide an independent and impartial technical verification of the applicant's report, and to assist officers come to a view on the proposals with a factual understanding of the impacts. The following conclusions were noted by the BRE in their independent report which assessed the originally submitted massing of the development (ie: with no reduction in height to Block B):
- Loss of daylight to Chalvey Court would be within the BRE guidelines.
 - There would be minor VSC and NSL daylight transgressions to four houses in The Crescent (no.s 78, 80, 82 and 107), two of those being very marginal, and a moderate impact to one.
 - One house in Burlington Avenue (no. 29) would have a moderate impact on daylight to its kitchen. Another would have a minor adverse impact on its winter sunlight to one window but would continue to receive plenty of year round sunlight. This would only be relevant if the room in question is a main living room.
 - One window at Bronte Court would have a very marginal loss of daylight outside the BRE guidelines, but the loss would be within the guidelines without the deep overhang above the window, and the room in question is likely to be a bathroom.
 - Edwards Court would be the neighbouring property which would be most affected. Although the impact on Edwards Court would be major in BRE terms for some windows, the design of Edwards Court itself is a significant contributor to this impact by making the windows dependent on daylight across the development site. When the deep overhang above the windows is removed from consideration, the impact would be minor.
 - Shaftesbury Court would have a moderate impact overall, but this property is in the process of redevelopment and there are no existing residents to become accustomed to the current levels of daylight and sunlight.

- Shaftesbury Court and Edwards Court have trees in front of them which would already block some of the light the proposed development would block, particularly in the summer months. The reported results therefore represent a worst case scenario.

8.135 The technical advice provided by the BRE has assisted the Council in coming to a view on the proposals. Notwithstanding this independent advice which was broadly supportive of the original development, officers sought further improvements to the development to ensure the daylight and sunlight impacts were further minimised. This was also in response to representations made during the consultation process. The amendments included a reduction in height at Blocks A and B (to reduce the height from 6 to 4 storeys at the rear part of Block B). The applicant submitted an addendum to the daylight/sunlight report which concluded that the key change brought about an improvement in the relationship with and daylight levels to Edwards Court.

8.136 The BRE daylight and sunlight assessment identifies that there are a number of windows within surrounding residential (and emerging residential) properties which will be subject to a noticeable reduction in the current levels. It is noted that the vast majority of shortfalls are to windows that are to kitchens/non-habitable spaces, are minor-moderate shortfalls and result in an otherwise reasonable level of daylight/sunlight or are due to disproportionate level changes based on the layout and design of the existing compromised situation (ie: overhanging eaves/obstructive features). On balance, recognising the urban character in close proximity to the town centre and of the direction and strategy of envisaged growth and development in the Borough, it is considered reasonable to apply the BRE tests more flexibly, to facilitate and not to unreasonably constrain the site in accordance with the revised NPPF (para 123(c)).

8.137 Officers also consider that it is important to note that all properties where BRE technical transgressions are identified would benefit from a different unaffected aspect in the building which would provide good daylight and sunlight levels. For instance, the daylight and sunlight levels within western facing windows in (west facing) properties on Burlington Avenue and The Crescent, the south facing windows to the flats in Edwards Court, and the north and east facing windows in the flats within the newly refurbished 3-4 Shaftesbury Court would remain unchanged as a consequence of the development. As such, although it is accepted that there will be moderately noticeable levels of change (in BRE terms) in terms of daylight (as recorded in both VSC and NSL tests) within the identified dwellings in the BRE report, the dwellings as

a whole will not be substantially affected, and the change will not amount to a material level of harm. The extent of change and resultant levels of daylight and sunlight within the surrounding dwellings would not be severe.

8.138 Where the VSC (daylight to the window plane) levels to ground rooms in Edward Court are recorded to be between 0.4-0.6 or their former value, it should be noted, the large trees in front of Edwards Court already serve to block large areas of light the scheme would particularly in the summer.

8.139 In summarising the daylight and sunlight impacts, it is acknowledged that development on a previously open part of the site in an area for comprehensive regeneration will inevitably lead to reductions in daylight to the neighbours. However, both local policy and national guidance set out the need for a flexible application of daylight amenity targets to avoid the under-utilisation of land. Additionally, the BRE acknowledges the effect that the design of the neighbour may have on daylight availability such that flexibility should be applied in such circumstances. The results of the updated daylight assessments do show there will be an improvement in daylight (to Edwards Court) as a result of the changes to Block B. Whilst transgressions do still occur, the results show that retained daylight amenity will be acceptable in officers view – particularly as they affect less sensitive uses and the main living spaces facing away from the proposal will be wholly unaffected.

Privacy and Overlooking

8.140 The proposed new development blocks have been carefully planned to ensure that there would be no direct overlooking between the development and directly facing windows in existing dwellinghouses. It is acknowledged that the proposals would introduce new buildings (Blocks A and B) on the southern part of the site with facing windows within, where previously no buildings existed. The proposed block A has been sited to ensure that there is a separation distance of over 20m between Edwards Court (the closest building with north facing windows) and the south facing elevation of the block (which contains external corridors) at levels 1-3. Block B has been reduced to 4 storeys where the block extends southwards towards Edwards Court. The southern elevation contains secondary windows to the apartments within levels 1, 2 and 3 that would comprise obscure glazing to prevent any views towards windows in Edwards Court. A planning condition is recommended to ensure these windows remain obscured in perpetuity

in addition to securing a privacy screen to any south facing balconies to prevent views south.

- 8.141 It is considered that there will be less overlooking of backs of properties within The Crescent and Burlington Avenue as a result of the development as the 11 storey Tower House is proposed to be demolished and replaced with a part 4 part 5 storey block in this area. The effect will be to reduce the instances of windows with views towards residential properties to the northwest. There are no other instances whereby there are windows to the proposed new blocks would come within 20m of any existing window to an existing residential dwelling. The north western corner of Block C is located approx. 15m from the adjacent frontages of 32 Burlington Avenue (the Medical Centre) but the relationship between the buildings is oblique and not direct. It is considered the distance between the buildings is typical of the relationship between frontages of facing buildings in Burlington Avenue and in terraced streets in the area generally 29 Burlington Avenue contains a secondary kitchen window in the southern flank elevation that would have views towards the new development. There are no windows in the adjacent parts of the development that will directly overlook this window. Therefore no direct overlooking or privacy loss will occur. The 16 storey tower is located beyond 20m from the existing residential properties on Bronte Close or Chalvey Park and as such, is not considered to cause any additional visual intrusion (compared with the existing condition with Ashbourne House in situ). Overall there are considered no significant instances whereby privacy levels within existing dwellings are materially reduced and the impacts of the development are acceptable in this regard.

Over-shadowing

- 8.142 The Design and Access Statement includes an Overshadowing analysis to show the shadow casts of the proposed and existing surrounding buildings following the remodelling of the site through the proposed development. The analysis shown is for the 21st of March (the Spring Equinox). Through the remodelling of the site, it is noted that the tallest element is located centrally within the site which reduces overshadowing impact on neighbouring properties (in contrast to the existing two 11 storey buildings). The proposed 16 storey tower (Block E) is within a similar location to the existing 11 storey building of Ashbourne House. The current 11 storey building height of Tower House would be replaced with the 4 and 5 storey buildings of Blocks C and D respectively. The height of Block D at 5 storeys is set to ensure overshadowing is minimised within the podium courtyard. There is no

material increase in overshadowing as a result of the development, to the vast majority of surrounding open areas.

8.143 Taking into account the above assessment, it is considered that the resulting daylight, sunlight, overshadowing and privacy impacts are such that the development is concluded to have an acceptable relationship with adjoining buildings, notwithstanding the increased density, quantum and height of the tallest building. It is considered that the development is not demonstrably intrusive or obtrusive by virtue of its scale, height, massing, siting or design, with due regard for its dense urban location close to Slough Town Centre. It is acknowledged that there would be instances whereby daylight would fall below recommended BRE levels within isolated windows to adjacent dwellings, but the resultant levels are not unreasonably low for the urban central location, and given the benefits of the development and sustainable location, it is permissible to apply the standards more flexibly, in accordance with the BRE guidelines, the NPPF (2019) and Core Strategy Policy CP8.

8.144 Environmental Impacts

Noise

8.145 Core Policy 8 states that development should not give rise to unacceptable levels of pollution including noise pollution and should not be located in noisy environments unless the development includes appropriate mitigation measures to limit the adverse affects on occupiers.

8.146 An Acoustic Report has been submitted with the planning application which includes a Noise Assessment. The existing noise levels affecting the Site and surrounding area have been established. Using these measured noise levels and national policy and industry standard guidance (i.e. British Standard 8233), an assessment of the acoustic performance of the glazed elements of the external building fabric has been undertaken.

8.147 An assessment of external amenity areas (i.e. private balconies and communal outdoor areas) has also been undertaken. The majority of properties in the development are proposed to have balconies. Based on the range of measured daytime noise levels (50 – 56 dB LAeq, 16hr) it is expected that balconies will achieve the target value of 55 dB LAeq,T set out within British Standard 8233 some of the time. Given the site is located in an urban environment and the balconies will be

used at the future residents' discretion, it is not considered appropriate to impose noise limits on the balconies.

- 8.148 A shared outdoor space in the middle of the Site, between the two main blocks of flats, is also proposed as part of the development. The attended measurements undertaken at ground floor level showed that noise levels were 1-2 dB lower than at the elevated unattended positions. Taking 1 dB from the daytime average noise levels at both positions gives a range of 49-55 dB LAeq, 16hr, thus meeting the target value from British Standard 8233.
- 8.149 As a consequence of the above acoustic assessment for external areas, no mitigation is considered necessary for external amenity areas. In order to achieve the required internal noise levels, an appropriate glazing and ventilation strategy is presented within the Acoustic Report and related details can be addressed via planning conditions post-determination which will require the glazing to meet specified levels and that the detailed design of the mechanical ventilation will need to be specified, prior to construction on the relevant part of the development. Subject to these conditions, the Environmental Health Officer and Neighbourhood Enforcement Officer raise no objections to the proposals. It is considered that with subject to sufficient information being provided to satisfy the conditions, that the policy requirements of Core Policy 8 and the guidance in the NPPF would be met.

Air Quality

- 8.150 Core Policy 8 sets out that development should not give rise to unacceptable levels of pollution including air pollution and dust. Development should not be located on areas affected by air pollution unless the development includes appropriate mitigation measures to limit the adverse affects on occupiers. The Guidance in the current NPPF (2019) para 181 requires planning decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

- 8.151 An Air Quality Assessment (AQA) has been submitted with the planning application which reviews the air quality monitoring sites within the Borough.
- 8.152 In line with the Slough Low Emission Strategy, the scheme is considered to have a major impact on air quality. The site is bordered by AQMA 1, 3, 4 and the AQMA extension declared in 2017. As predicted trip generation over a 24 hour weekday period is 97 vehicle movements, a change of more than 100 annual average daily traffic flows (AADT) is likely. It is considered that traffic leaving and traveling to the development is likely to travel through Slough's AQMAs, therefore appropriate mitigation is required.
- 8.153 A dust assessment has been produced, which states that a monitoring regime is required during demolition and construction, to determine dust deposition rates at the nearest sensitive receptors, and a survey of dust flux over the site boundary. Mitigation measures outlined in the CEMP will need to be implemented during works.
- 8.154 It is recommended that a range of mitigation measures are secured should planning permission be granted which seek to improve air quality levels in the Borough in accordance with the NPPF (2019) para 181. The mitigation measures include the provision of electric vehicle re-charging infrastructure, provision of infrastructure and one parking space on-site for a car club and financial contribution towards an off-site car club (to be specified in the LES), a Construction Environmental Management Plan (CEMP) which includes routes for HGVs and construction vehicle trip information and includes non-road mobile machinery (NRMM) controls. The Air Quality Officer recommends that all construction vehicles shall meet a minimum Euro 6/VI Emission Standard and all heating systems shall meet the emission standards specified in the report.
- 8.155 Subject to the above mitigation scheme, the proposed development does not raise any significant or other residual adverse impacts on the health and / or quality of life for existing residential and commercial neighbours of the site as a result of any anticipated changes to air quality.
- 8.156 It is therefore concluded within the AQA that the proposed development complies fully with air quality related planning policy at local and national levels, and that any mitigation can, if considered necessary, be enforced by means of appropriate planning conditions, consistent with paragraph 181 of the NPPF.

Ground Contamination

- 8.157 The Ground Contamination Report confirms that Asbestos containing materials have been identified in some of the soil samples taken on site, which will require remediation. The Preliminary Remediation Strategy addresses some of the issues identified and the methods likely to be used to mitigate them. The Council's Ground Contamination Officer advises that this should be further expanded into a Site Specific Remediation Strategy (SSRS), which addresses the need for an SSRS. The Contamination Officer advises that once the demolition of the existing buildings takes place, additional sampling might be necessary, and the SSRS revised. Conditions are therefore recommended requiring Remediation Validation and Watching Brief to ensure the ground conditions are tested and verified prior to and during construction.

Ecology

- 8.158 Paragraph 170 of the NPPF requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features. Saved Policy EN22 sets out that special account will be taken of nature conservation interest when determining proposals for development which would be detrimental to land which contains features of ecological importance. Ecological appraisals are required where proposed development is likely to threaten any nature conservation interest.
- 8.159 An Ecological Appraisal has been submitted with the planning application. There are no statutory designated sites within or directly adjacent to the site. The closest statutory site is Herschel Park located approximately 0.7km south-east of the site. Given the distance and scale of the proposed development, the statutory sites in the locality are not likely to be adversely affected by the proposed development.
- 8.160 There are no non-statutory designated sites within the site itself. The closest is Railway Triangle located approximately 0.2km north of the site. It is not considered that the LWS will be adversely affected by the proposed development.

8.161 Habitat surveys have been undertaken in respect of badgers, bats and birds. No badger setts were recorded within, or adjacent to the site, and none of the buildings were found to have either past or current evidence of being used by roosting bats. With regards to birds, a small number of bird species were recorded at the site, but the Ecological Assessment considers the species not to have any ornithological interest. The Ecological Assessment reported that habitats within the site consist of common and widespread species, which are of no intrinsic ecological interest, and accordingly their removal to facilitate the proposed redevelopment is of no significance.

8.162 In accordance with the recommendations in the report it is considered that further mitigation and enhancement measures are secured (comprising the provision of bird boxes and detailed landscaping schedules) to safeguard any significant existing ecological interest within the site and to ensure net gains of biodiversity.

8.163 Subject to conditions, the proposals the scheme is capable of achieving compliance with Core Policy 9 and saved Policy EN22 and other relevant national planning policies an industry guidance with respect to ecology. Overall, there are no overriding ecological constraints to the development of the site.

Flood Risk and Water

8.164 Core Policy 8 relates to flood risk and sets out that new development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the development. The site is located within a Flood Zone 1 so is not at risk of flooding so it has not been necessary to submit a site specific Flood Risk Assessment (FRA) with the planning application. However, a Drainage Strategy has been prepared which considers various drainage techniques for the site.

8.165 There are no available water courses into which surface water can be discharged, so the majority of hardstanding areas within the development will drain to the local surface water sewer network. This will broadly match the surface water drainage strategy for the existing site layout, although flows from the proposed development will be restricted.

8.166 In total, the area of impermeable hard-standing created by the proposed development will be 120% greater than that associated with the previous development. However, all surface water flows from the redeveloped site are proposed to be controlled such that they match as

closely as possible the equivalent “green-field” flow rates prior to entering the sewer network. This will apply to all rainfall events with a return period of up to and including 1 in 100 years with an additional 40% intensity added within the modelling to allow for climate change.

- 8.167 Flow control will be achieved by two vortex flow control devices located immediately upstream of the two final outfalls from the development. Peak flows from the site will be reduced to a maximum of 6.3 litres per second representing a reduction of at least 82% for all storm events with a return period in excess of 1 in 1 year. SuDS will be provided in the form of extensive permeable paving and 2,881.3 sqm of green roofs. The attenuation storage will be provided within buried proprietary crates located upstream of the final flow control devices.
- 8.168 The Drainage Proposals have been reviewed by the Lead Local Flood Risk Authority Advisors who requested further detail is provided to be approved prior to permission being granted. This includes evidence of infiltration tests, detailed calculations of the attenuation storage capacity needed for the entire drainage system, full details of the surface water treatment and whether exceedance flows and runoff (in excess of the design criteria) have been considered.
- 8.169 Further information has been submitted in response to the LLFA with regards to the attenuation storage capacity calculations and an exceedance flow route plan. It is considered that soakage/infiltration testing and surface water treatment detailed design are matters that will be finalised at a detailed design stage and can be conditioned. The minimum area of 2,881.3 sqm of green roofs will be secured by way of condition.
- 8.169 As there is minimal flood risk arising from the proposed development and the proposals for the site are designed to manage surface water arising from the site in a sustainable manner, subject to conditions, the proposals are considered to comply with Core Policy 8 and the NPPF. Any further details required by the Lead Local Flood Authority before the development commences can be addressed through appropriate planning conditions.

Sustainability and Energy

- 8.170 Requirements relating to sustainability are set out in Core Policy 8. This expects all development within the Borough to be of a high quality design, improve the quality of the environment and address the impact of climate change. The policy sets out a number of sustainable design

principles that are expected to be addressed within proposals for new development.

- 8.171 An Energy and Sustainability Statement has been submitted with the planning application which sets out how the proposed development responds to the planning requirements for energy and sustainability, in terms of energy efficiency, renewable energy sources, overheating and water reduction. The development is designed to target a 15% reduction from 'regulated emissions' as per the Building Regulations Part L. The scheme maximises energy efficiency, including by incorporating passive measures (listed in the report) to ensure that the overall energy demand does not exceed the limitations set by the Building Regulations. The development proposes to install a communal gas-fired boiler system to provide heating and hot water to the maisonettes and flats.
- 8.172 A solar photovoltaic (PV) array at roof top level measuring approximately 890 m² is included in the scheme to offset approximately 33.36 tonnes of CO₂ per annum, and to provide additional on-site energy generation. Overall, the proposed development achieves a reduction in regulated CO₂ emissions of 17.79% over current Part L Building Regulations. A planning condition is recommended to ensure the development is carried out in accordance with the Energy Strategy and generates no less than the above emission reduction.
- 8.108 The Sustainability Report identifies that the dwellings will reduce the use of potable water to below 105 litres per person per day using water efficiency fittings. This would enable compliance with the national standards (and the London Plan policy), excluding an allowance of 5 litres per person per day for external water use. This will be achieved by the use of low flow taps, smaller baths, mains powered showers and dual flush WCs. A condition is recommended to ensure the above sustainable provisions are incorporated into the development and can be certified upon completion.
- 8.109 The Sustainability Report confirms that the scheme has been designed to ensure that all the industry standards with respect to overheating, passive and active strategies have been incorporated. The Council's Senior Carbon Project Officer has reviewed the report and raises no objections. Subject to conditions requiring above measures being incorporated within the scheme, the proposed development is considered to comply with the planning policy requirements contained within Core Policy 8 and the NPPF (2019).

Archaeology

- 8.110 Paragraph 141 of the NPPF (2019) states that local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'.
- 8.111 A Desk Based Assessment (DBA) was submitted with the application which suggests that, in general, the archaeological potential and significance of any archaeology the site is low. It did however identify that the wider area shows evidence of earlier human activity from all periods, with significant archaeology as little as 500m from the site boundary.
- 8.112 Berkshire Archaeology advise that there is uncertain archaeological potential at the site due to the lack of previous opportunity to assess the potential in the immediate vicinity but that there is clearly significant archaeology present in the wider local area as demonstrated by the DBA submitted with the application. Therefore, it is recommended that as the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development, a condition is applied which requires the submission of a Written Scheme of Investigation.
- 8.113 **Planning Obligations**
- 8.114 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements.
- 8.115 The developer has indicated that they are willing to commit to carrying out various specified required provisions, as planning obligations, on a unilateral basis, including the following:
- Delivery of 193 Affordable Homes at Slough Living Rent Tenure;
 - The provision of 20 electric vehicle charging points;
 - Section 278 Agreement obligations for the satisfactory implementation of the highways improvements to The Crescent

- Contribution to the full costs of a Traffic Regulation Order and implementation of any required changes to the CPZ;
- On-site provision of infrastructure for an EV Car Club space;
- A financial contribution to the implementation of the Low Emissions Strategy (towards the local car club scheme).
- A financial contribution towards the provision of new and improved sports/leisure facilities within Chalvey Ward, that would facilitate the delivery of initiatives and projects set out in the Chalvey Regeneration Strategy;
- Delivery and Completion of Central Green and public realm improvements prior to occupation of the development.

8.116 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

8.117 **Equalities Considerations**

8.118 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).

- 8.119 This report identifies the need to ensure the new development provides residential accommodation which is suitable for all individuals, with reference to the provision of accessible and adaptable dwellings, mix of dwelling sizes and additional affordable accommodation for lower income households. This report identifies the betterment to be brought about to the quality of accommodation which will modernise and improve upon the existing accommodation. Furthermore, the proposals have been revised to introduce further secure by design measures to make the development safer and more secure, therefore considerate of all individuals with protected characteristics. Conditions have been recommended to ensure the layout, accessibility provisions and design quality is secured.
- 8.120 It is acknowledged that the proposals would result in decanting the existing (remaining) tenant(s) in Ashbourne House. As such, subject the grant of planning permission, due consideration will need to be given to the needs of the existing tenant(s), including whether any individuals demonstrate any of the protected characteristics within the equality groups set out in the 2010 Equality Act. This would identify the particular needs of the occupiers in connection with relocating to another suitable property. The decanting of existing tenants is not a planning consideration, in the context of applying planning policies. However, the local authority has duly considered the effect of the potential grant of planning permission has on these tenants/occupiers in the context of the public sector duty under the Equality Act 2010 provisions.
- 8.121 It is considered that there will be temporary adverse impacts upon all individuals, with protected characteristics, whilst the development is under construction, by virtue of the closure of the pedestrian route through the site, the playground facilities, removal of on-site car parking spaces and loss of residential accommodation. 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 using the pedestrian route from Chalvey Park to The Crescent. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the demolition method statement and construction management plan to mitigate the impact and minimise the extent of the effects.
- 8.122 It is considered that the development will make suitable provisions to address the temporal removal of the playground, external spaces,

accommodation and car parking. Such provisions are integrated into the design and layout and are identified in the report. For example, new play facilities will be provided on-site (to address the removal of the existing facilities); a fully accessible, clear well-lit, safe and secure pedestrian route and landscaped open space from east-west will be provided through the central green (to replace the existing route) and additional and replacement affordable dwellings will be provided at a more wide ranging mix of dwelling sizes (including adaptable and accessible wheelchair user dwellings, and accommodation for families). The applicant has also offered to make a financial contribution towards off-site leisure/sports facilities for older children in accordance with the Chalvey Regeneration Strategy, in order to re-provide and improve publicly accessible leisure facilities.

- 8.123 In addition, the proposed development includes provision of non-residential floorspace in Block E which would comprise Class B1 (housing office), or Class D1 (Community Facility) or Class D2 (Community Leisure Facility). This floorspace has been designed to have level access (at the ground floor entrance) for all individuals (noting the needs of people with pregnancy/maternity, age and disability characteristics. The internal layout has been designed to enable provision of wc facilities that are considerate of the needs of people with gender reassignment. The provision for a range of use classes would provide opportunities for users with other protected characteristics to be addressed. Eg; a community facility could provide floorspace that would be used by individuals whom have protected characteristics including religion, pregnancy/maternity, age and race.
- 8.124 In relation to the car parking provisions, there are potential adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics if the occupier/individual does not have access to a car parking space in the development, or off-site in the CPZ. The needs of disabled occupiers and occupiers with blue badges would be provided for through the provision of accessible car parking standard bays (5% of the total) and blue badge holders would be able to apply for (and obtain) a parking permit for the local CPZ. A justification for the level of car parking is provided in the transport section of this report to demonstrate compliance with the NPPF and transport planning policies in the Local Plan/Core Strategy.
- 8.125 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.

8.126 **Planning Conclusion**

- 8.127 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”
- 8.128 The report identifies that the proposal complies with the relevant saved policies in the Local Plan and Core Strategy. Taking the plan as a whole, the proposal is considered to be in accordance with the development plan.
- 8.129 The development would make a positive contribution to the housing supply in the Borough to which significant positive weight is afforded. The NPPF makes it clear that boosting the supply of housing is a key policy objective nationally and locally. There will be economic benefits in terms of the construction of the development itself and benefits associated with the resultant increase in population to which considerable weight should be attached. There will also be social benefits too arising from the provision of new community facilities and publicly accessible open space in addition to the uplift in the population and the role in the community (considerable positive).
- 8.130 The resulting daylight impacts are considered to result in some limited harm, in NPPF terms, but there are over-riding factors which limit the nature and extent of the impacts as set out in this report.
- 8.131 Compliance with some of the objectives of the NPPF have been demonstrated in terms of conserving the natural environment, biodiversity, preserving residential amenities, promoting healthy and safe communities, promoting sustainable transport, meeting the challenge of climate change and flooding, making effective use of land and achieving well-designed places indicating an absence of harm (or which in the case of flood risk are expected to demonstrate an absence of harm) to which weight should be attributed neutrally.
- 8.323 Weighing all of the factors into the planning balance, and having regard to the NPPF as a whole, all relevant policies in the Core Strategy and Local Plan, there is strong merit in supporting a 100% affordable housing scheme that intensifies an existing residential site, and simultaneously exploits an opportunity to improve a recognised poor quality housing estate and significantly enhance the public realm and level of amenity. As such the proposal will deliver wider environmental,

community/social gains and economic benefits in accordance with the principles of sustainable development in the NPPF. In applying paragraph 11 of the NPPF, it is considered that the limited adverse impacts do not demonstrably outweigh the benefits of the proposals

PART C: RECOMMENDATION

9.0 Recommendation

- 9.1 Delegate to Planning Manager for approval subject to planning obligations securing on-site Slough Living Rent affordable housing, highways works and financial contributions set out in this report; and, conditions listed below and finalising any of them, including any minor changes.

PART D: CONDITIONS

10.0 Conditions

1. Time Limit

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

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

2. Approved plans

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

HTA-A_BAB-05_DR_0110 M
HTA-A_BAB-05_DR_0111 L
HTA-A_BAB-05_DR_0112 L
HTA-A_BAB-05_DR_0113 L
HTA-A_BAB-05_DR_0114 L
HTA-A_BAB-05_DR_0115 L
HTA-A_BAB-05_DR_0116 L
HTA-A_BAB-05_DR_0120 D
HTA-A_BAB-05_DR_0150 G
HTA-A_BAB-05_DR_0151 G
HTA-A_BAB-05_DR_0152 J

HTA-A_BAB-05_DR_0153 C
HTA-A_BAB-05_DR_0154 C
HTA-A_BAB-05_DR_0160 C
HTA-A_BAB-05_DR_0161 C
HTA-A_BAB-05_DR_0162 C
HTA-A_BAB-05_DR_0163 C
HTA-A_BAB-05_DR_0164 C
HTA-A_BAB-05_DR_0170 B
HTA-A_BAB-05_DR_0171 B
HTA-A_BAB-05_DR_0172 A
HTA-A_BAB-05_DR_0173 A
HTA-A_BAB-05_DR_0174 A
HTA-A_BAB-05_DR_0175 A
HTA-A_BAB-05_DR_0180 A
HTA-A_BAB-05_DR_0181 A
HTA-A_BAB-05_DR_0182 A
HTA-A_BAB-05_DR_0200 G
HTA-A_BAB-05_DR_0201 F
HTA-A_BAB-05_DR_0202 E
HTA-A_BAB-05_DR_0203 E
HTA-A_BAB-05_DR_0204 E
HTA-A_BAB-05_DR_0205 E
HTA-A_BAB-05_DR_0206 C
HTA-A_BAB-05_DR_0207 C
HTA-A_BAB-05_DR_0208 C
HTA-A_BAB-05_DR_0209 C
HTA-A_BAB-05_DR_0210 F
HTA-A_BAB-05_DR_0211 E
HTA-A_BAB-05_DR_0212 E
HTA-A_BAB-05_DR_0213 E
HTA-A_BAB-05_DR_0214 C
HTA-A_BAB-05_DR_0215 C
HTA-A_BAB-05_DR_0216 C
HTA-A_BAB-05_DR_0220 F
HTA-A_BAB-05_DR_0221 E
HTA-A_BAB-05_DR_0222 E
HTA-A_BAB-05_DR_0223 E
HTA-A_BAB-05_DR_0224 E
HTA-A_BAB-05_DR_0225 C
HTA-A_BAB-05_DR_0226 C
HTA-A_BAB-05_DR_0227 C
HTA-A_BAB-05_DR_0230 F
HTA-A_BAB-05_DR_0231 E
HTA-A_BAB-05_DR_0232 E

HTA-A_BAB-05_DR_0233 E
HTA-A_BAB-05_DR_0234 E
HTA-A_BAB-05_DR_0235 E
HTA-A_BAB-05_DR_0236 C
HTA-A_BAB-05_DR_0237 C
HTA-A_BAB-05_DR_0238 C
HTA-A_BAB-05_DR_0239 C
HTA-A_BAB-05_DR_0240 F
HTA-A_BAB-05_DR_0251 E
HTA-A_BAB-05_DR_0252 E
HTA-A_BAB-05_DR_0253 E
HTA-A_BAB-05_DR_0254 D
HTA-A_BAB-05_DR_0255 C
HTA-A_BAB-05_DR_0256 C
HTA-A_BAB-05_DR_0257 D
HTA-A_BAB-05_DR_0260
HTA-A_BAB-05_DR_0261
HTA-A_BAB-05_DR_0320 B
HTA-A_BAB-05_DR_0321 B
HTA-A_BAB-05_DR_0322 B
HTA-A_BAB-05_DR_0323 B
HTA-A_BAB-05_DR_0324 B
HTA-A_BAB-05_DR_0325 B
HTA-A_BAB-05_DR_0326 C
HTA-A_BAB-05_DR_0327 B
HTA-A_BAB-05_DR_0328 B
HTA-A_BAB-05_DR_0329 B
HTA-A_BAB-05_DR_0330 B
HTA-A_BAB-05_DR_0331 C
HTA-A_BAB-05_DR_0340 B
HTA-A_BAB-05_DR_0341 B
HTA-A_BAB-05_DR_0342 B
HTA-A_BAB-05_DR_0343 B
HTA-A_BAB-05_DR_0344 B
HTA-A_BAB-05_DR_0345 B
HTA-A_BAB-05_DR_0346 C
HTA-A_BAB-05_DR_0347 B
HTA-A_BAB-05_DR_0350 B
HTA-A_BAB-05_DR_0351 B
HTA-A_BAB-05_DR_0352 C
HTA-A_BAB-05_DR_0353 B
HTA-A_BAB-05_DR_0354 B
HTA-A_BAB-05_DR_0355 B
HTA-A_BAB-05_DR_0356 B

HTA-A_BAB-05_DR_0357 B
HTA-A_BAB-05_DR_0358 B
HTA-A_BAB-05_DR_0359 B
HTA-A_BAB-05_DR_0360 B
HTA-A_BAB-05_DR_0380 C
HTA-A_BAB-05_DR_0381 B
HTA-A_BAB-05_DR_0383 B
HTA-A_BAB-05_DR_0390 A

REASON: For the avoidance of doubt, to ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area to comply Policy EN1 of The Local Adopted Plan for Slough 2004, Core Policy 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

3. Details and Samples of materials

Details and samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before any above ground works and the development shall be carried out in accordance with the details approved.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 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 (2019).

4. Architectural details

No development shall commence above ground floor level until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows (including surroundings and reveals), down pipes, gutters, edging details to flat roofs, lift over-runs, balustrades and balconies have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 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 (2019).

5. Approved Uses

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

Class B1 (Housing Office)

Class D1 (Community Hall)

Class D2 (Community Leisure Facility)

As set out in Class E, Part 3, schedule 2 of the General Permitted Development Order 2015 (as amended) or the provisions of the relevant Class/Part upon implementation, this permission benefits from a period during which changes of use of the above specified floorspace between uses B1, D1 or D2 as set out in the description of development may take place without the need for further planning permissions. This flexibility is for a period of ten years from the date of the approval.

Reason: To ensure the uses are compatible with the adjoining land uses and to ensure that the amenity of occupiers residing in surrounding residential properties would be safeguarded in accordance with policies EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1, 5 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

6. Hours of Operation

The Class B1 and D1/D2 uses hereby permitted shall operate only between 0700 hours and 2000 hours, on weekdays and on Saturdays and on 0700 hours to 2000 hours on Sundays and Bank Holidays.

Reason: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policy EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

7. Bin storage

Prior to first occupation of the development, a management strategy ('the strategy') to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include detailed plans to ensure that the gradient between the bin store collection points and the street (or lay-by) where the bins are to be collected by refuse vehicles should not exceed 1:12 (8%). The waste/recycling storage facilities shall be provided in accordance with the approved drawings and shall be retained at all times in the future for this purpose, and the strategy shall be complied with for the duration of the development.

REASON: In the interests of visual amenity of the site and in the interests of highway safety and convenience in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

8. Cycle parking

The cycle parking racks and storage facilities within the development shall be provided in accordance with the approved plans. The cycle facilities shall be implemented prior to the occupation of the relevant part of the development and shall be retained thereafter at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

9. Lighting Scheme

Construction of the development of the external public realm shall not commence until details of a lighting scheme (to include the location, design of lighting features, the nature and levels of illumination) has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented prior to first occupation of the development and maintained in accordance with the details approved.

REASON: To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted

Core Strategy 2006-2026 and the National Planning Policy Framework (2019).

10. Boundary treatment, walls, fences and gates

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

REASON: In the interests of the visual amenity of the area and to reduce opportunities for crime and anti-social behaviour in accordance with Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

11. Landscaping Scheme

Prior to commencement of works relating to the public realm, podium courtyard or external spaces, a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights, along with staking/guying, mulching, feeding, watering and soil quality, of new trees and shrubs, and details of hard-surfaces which shall include compliance with the surface water drainage mitigation as approved under condition 12 of this planning permission.

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

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019).

12. Management & Maintenance of Surface Water Drainage Scheme

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

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

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

Reason: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council's Development Plan Document – Developer's Guide Part 4 Section 6 (2016) and the National Planning Policy Framework (2019).

13. Levels

No development shall commence until plans showing details of: existing and finished ground levels; finished floor levels; and, the position and height of retaining walls has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019)..

14. Noise attenuation and ventilation

Prior to the commencement of any works above ground level, detailed specifications of the Mechanical Ventilation and Heat Recovery (MVHR) units in all flats and glazing system shall be submitted to the local planning authority for approval in writing. The details will demonstrate that the glazing performance will meet a standard of 26dB Rw + Ctr as set out in the WSP Noise Report (dated July and October 2018) No dwelling shall be occupied until its attenuation and ventilation mitigation measures have been installed in accordance with the approved details. The approved mitigation measures shall be retained thereafter.

REASON: In the interest of the living conditions of residents within the development, to reduce noise pollution and to ensure the satisfactory ventilation of rooms when windows are closed, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework (2019).

15. Plant Noise and Machinery

Prior to commencement of any works on the relevant part of the buildings, details of the plant noise emissions shall be submitted to the local planning authority for approval in writing. The resulting plant noise will be limited to the typical background noise levels measured at MP1 as set out in the WSP Noise Report (dated July and October 2018) which are as follows:

- Daytime plant noise emission limit of 42 dB $L_{Ar, Tr}$
- Night time plant noise emission limit of 36 dB $L_{Ar, Tr}$

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 residents within the development, to reduce noise pollution and to ensure the satisfactory ventilation of rooms when windows are closed, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework (2019).

16. Archaeology

No development shall take place within the application area until a programme of archaeological work has been implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

REASON: The site is within an area of archaeological potential, specifically within an area of prehistoric and Roman potential. A programme of archaeological work is required to mitigate the impacts of the development and to record any surviving remains so as to advance the understanding of the significance of any remains in accordance with Core Policy 9 of the adopted Core Strategy 2006 – 2026 and the National Planning Policy Framework (2019).

17. Designing out crime

No development above ground level shall commence until evidence has been provided to demonstrate how the applicant has used best endeavours to incorporate measures to comply with Secured by Design Gold Award. The evidence shall be submitted and approved in writing by the Local Planning Authority, prior to commencement of any development above ground. The

development shall be carried out in accordance with the approved Secured by Design Application, and shall not be occupied or used until the Council acknowledged in writing that it has received written confirmation of compliance. The approved security measures shall be maintained and retained thereafter.

REASON: In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2019).

18. Visibility splays

The development shall not be occupied until vehicle visibility splays of 2.4m by 33m to the left and 2.4m by 33m to the right and pedestrian visibility splays of 2.4m x 2.4m have been provided on both sides of the accesses and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel of the carriageway.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general pedestrian safety along the neighbouring highway in accordance with Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

19. Internal access roads

Prior to first occupation of the relevant part of the development, the internal access roads, footpaths and vehicular parking, service/loading/drop-of bays and turning provisions for the relevant part of the development shall be provided in accordance with approved plans and retained thereafter.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

20. Car Park Management Scheme

No dwelling shall be occupied until a car park management scheme has been implemented in accordance with details that shall have first been submitted to and been approved by in writing by the local planning authority. Scheme to include how electric charging point parking spaces (including the car club bay) are managed, how parking spaces are allocated or used including provision for visitors. Thereafter the parking shall be retained for this use only in association with the development.

REASON In the interest of the free flow of traffic and road safety on the nearby public highway in accordance with Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

21. Electric Vehicle Charging Points

No dwelling shall be occupied until 20 no. 7 kW Mode 3 electric vehicle charging points (including an electrical charging point for the car club) have been provided with electric cabling that is connected to the developments power supply and is suitable for supplying power to 7 kW Mode 3 chargers (that can be installed and connected to the cable at a later date). Thereafter the electric vehicle charging point shall be retained and maintained as operational for the duration of the development.

REASON: In the interest of public health and air quality in particular encouraging use of low carbon emission cars in accordance with policies 7, 8 and 10 of the Core Strategy 2006 - 2026 adopted 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

22. Sustainable Development

The proposed energy efficiency and low carbon measures incorporated within the development shall be carried out in accordance with the Sustainability and Energy Statement dated January 2019 which calculates the reduction in annual CO2 emissions to 41.32 tonnes corresponding to a reduction across the site of 17.79% over Building Regulations 2013 Part L and associated Approved Documents. No part of the Development shall be used or first occupied (other than for construction purposes) until it has been carried out in accordance with the approved details and shall be retained for the lifetime of the development.

REASON: In the interest of sustainable development in particular reducing carbon emissions and in accordance with policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

Energy Statement Compliance (Residential)

23. Within 3 months of final occupation of the residential dwellings within a Development block, evidence shall be submitted that the energy statement approved pursuant to Condition 22 above have been implemented in accordance with the approved details.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies CP8 and the National Planning Policy Framework (2019).

Energy Statement Compliance (Non-residential)

24. Within 3 months of final occupation of the non-residential units within Development Block E, evidence shall be submitted that the energy statements approved pursuant to Condition 22 above have been implemented in accordance with the approved details.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies CP8 and the National Planning Policy Framework (2019).

25. Green Roofs

Prior to the commencement of work on the relevant part of the buildings hereby approved, details of green roofs, including planting and maintenance schedules, and ecological enhancement measures for the development shall be submitted to and approved in writing by the Local Planning Authority. No less than 2.881.3 sqm (green roof) shall be provided across the roofs of the development. The green and brown roofs shall be laid out on the relevant building, prior to first occupation within the relevant building in accordance with the details as approved. The green and brown roof shall be permanently retained thereafter.

Reason: To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision, in accordance with policies policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

26. Construction Management Scheme

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

REASON In the interest of minimising danger and inconvenience to highway

users and in the interests of air quality in accordance with policies 7 and 8 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

27. Construction and Demolition Plan

No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations

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

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

28. 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 in accordance with Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

29. Watching Brief

The developer shall carry out a watching brief during site work and shall draw to the attention of the Local Planning Authority to the presence of any unsuspected contamination (to soil or/and water, determined by either visual or olfactory indicators) encountered during the development. In the event of contamination to land and/or water being encountered, no development or part thereof shall continue until a programme of investigation and/or remedial work to include details of the remedial scheme and methods of monitoring, and validation of such

work undertaken has been submitted to and approved in writing by the Local Planning Authority. None of the development shall be commissioned and/or occupied until the approved remedial works, monitoring and validation of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority. In the event that no significant contamination is encountered, the developer shall provide a written statement to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be commissioned and/or occupied.

Reason: To ensure that any ground and water contamination is identified and adequately assessed, and that remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use in accordance with Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

30. Piling

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

Reason: To prevent any potential to impact on local underground water and sewerage utility infrastructure ensure that any ground and water contamination is identified and adequately assessed, to safeguard the environment and to ensure that the development is suitable for the proposed use in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

31. Foul drainage

Construction works shall not commence until a drainage strategy detailing any on and/or off site foul drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

32. Impact Studies

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

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2019).

33. Car Parking Permit Restrictions

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

Reason: In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the level of on-street car parking stress in the area, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

34. Car Park Permit Restriction Scheme

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

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

Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

35. Obscure Glazing and Privacy Screens

Notwithstanding the details in the approved plans, the windows located on the south elevation of Block B on levels 1, 2 and 3 facing Edwards Court shall contain obscure or opaque glazing only up to a height of 1.7m (from floor level) and shall be permanently retained and maintained as obscure/opaque glazing only for the lifetime of the building.

Notwithstanding the details within the approved plans, the recessed balconies within Block B on levels, 1, 2 and 3 shall contain a visual screen on the south facing façade no less than a height of 1.7m (from floor level) and shall be permanently retained and maintained for the lifetime of the building.

Reason: To prevent direct overlooking between facing windows and recessed balconies on the development and the adjacent residential dwellings in Edwards Court in order to ensure the residential units (in both buildings) will have good levels of privacy, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

36. Wheelchair User Dwellings and Adaptable Dwellings

A minimum of 3 maisonettes (in Block F) and 7 x flats (in Blocks B, C, D and F) labelled as Wheelchair Adaptable Homes as shown on the plans hereby approved shall be provided to Building Regulation requirement M4 (3) as Wheelchair User Dwellings.

All other remaining flats as shown on the plans hereby approved shall be provided to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 3, 4 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

37. Level Accesses/Thresholds

The ground floor entrance doors to the Development shall not be less than 1 metre wide and the threshold shall be at the same level to the paths fronting the entrances to ensure level access. Level thresholds shall be provided throughout

the development between the residential units and the external amenity/balconies and the main lobbies.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

38. Highways Works Scheme

None of the residential units hereby permitted shall be occupied until the highway works to The Crescent (including narrowing the priority road and changing the priority of the junction of The Crescent & Burlington Avenue near to the development site. The build out will require bollards to prevent parking on the new footway, dropped kerb and tactile paving provision to aid pedestrians to cross the road and a raised table section again to aid crossing and also slow traffic at the junction) have been completed in accordance with a scheme (under s278 of the Highways Act) which shall have first been submitted to and approved in writing by the Council.

Reason: To ensure the proposal has an acceptable impact on pedestrian safety and on the operation of the highway and in the interest of visual amenity, in accordance Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

39. No Telecommunications Equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aeriels, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

Reason: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

40. No other alterations to the buildings

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

Reason: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

41. Bird Boxes

Prior to occupation of any part of the development, details of a scheme for Bird Boxes shall be submitted to and approved in writing by the local planning authority. The scheme shall detail the location, design, size and material of the bird boxes and elevations and plans shall be provided to identify the bird boxes to the satisfaction of the local planning authority. The development shall be carried out in accordance with the scheme prior to any occupation of the development and shall be permanently retained and maintained thereafter.

REASON: To safeguard habitats for birds and to deliver net gains in biodiversity in accordance with the National Planning Policy Framework (2019).

42. Community Accessibility Operations and Management Plan

Prior to occupation of any part of the development, details of a scheme for operations and management of the Class B1/D1 or D2 Facility in Block E shall be submitted to and approved in writing by the local planning authority. The scheme shall include (but not be limited to) the following:

- Confirmation of the Use Class of the Facility;
- Details of the booking arrangements of the facility, ensuring the facility is fully accessible and open to members of the public;
- Hours of operations; including any exceptional circumstances whereby the facility will be required to open outside of the specified hours in the planning condition;
- Detailed floorplans of the ground floor facility including the provision of any w/c facilities, storage and kitchen facilities with any associated plant/machinery;
- Details to confirm that no music or amplified sound will be audible from the nearest residential premises in the development or surrounding area;
- Where appropriate, a typical event programme identifying peak periods of use;

The development shall be carried out and operated in accordance with the scheme prior to any occupation of the development.

REASON: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

43. Play Equipment

Prior to first occupation of the development, a scheme detailing the play equipment of the outdoor play spaces, for that part of the development shall be submitted to the local planning authority and approved in writing. Any play equipment will be designed to be fully inclusive to ensure the play areas are accessible to all and will be implemented in accordance with the approved plans, to be permanently retained thereafter.

Reason: In order to ensure equal life chances for all, and to prevent groups such as blind people and disabled children being excluded from use of public realm and other amenities by designs failing in detail to take specific needs into account, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

44. Fire Safety

The development shall be implemented in accordance with the Building Services and Maintenance, fire safety principles and provisions set out in Parts 3.6 and 3.12 of the Design and Access Statement by HTA.

Reason: To ensure that the Development contributes to the minimisation of potential fire risk in accordance with National Planning Policy Framework (2019).

45. Community Landscape Management Scheme

Prior to any occupation of the development, a landscape management and maintenance scheme for the central green, including details of any community planting, landscaping and/or maintenance initiatives shall be submitted to the local planning authority and approved in writing. The development shall be carried out in accordance with the scheme, for the duration of the lifetime of the development.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2019).

46. Car Club Space

Prior to commencement of development, a scheme for an on-site Electric Vehicle (EV) Car Club shall be submitted to the local planning authority and approved in writing. The EV Car Club scheme shall include the provision of one designated

on-site car parking bay identified on a plan which includes the dimensions and the detailed specification of the necessary infrastructure. The development shall be carried out in accordance with the approved scheme and will be permanently retained and maintained thereafter.

REASON: In the interest of public health and air quality in particular encouraging use of low carbon emission cars in accordance with policies 7, 8 and 10 of the Core Strategy 2006 - 2026 adopted 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

47. Prior to the first occupation of development, a Travel Plan shall be submitted to the Local Planning Authority for approval in writing which details the long-term management strategies for integrating the development proposal with sustainable travel including setting out measures to promote and encourage sustainable travel (such as promoting walking and cycling, increasing use of public transport) for occupiers in the development. The applicant shall implement the development in accordance with the approved travel plan and shall monitor the approved travel plan on a bi-annual basis, and thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Reason: To promote sustainable modes of travel and to reduce the reliance on the private motor car in accordance with the aims and objectives of National Planning Policy Framework (2019), Local Plan Policy T2, T8 and T9 and Core Strategy Policy CP7.