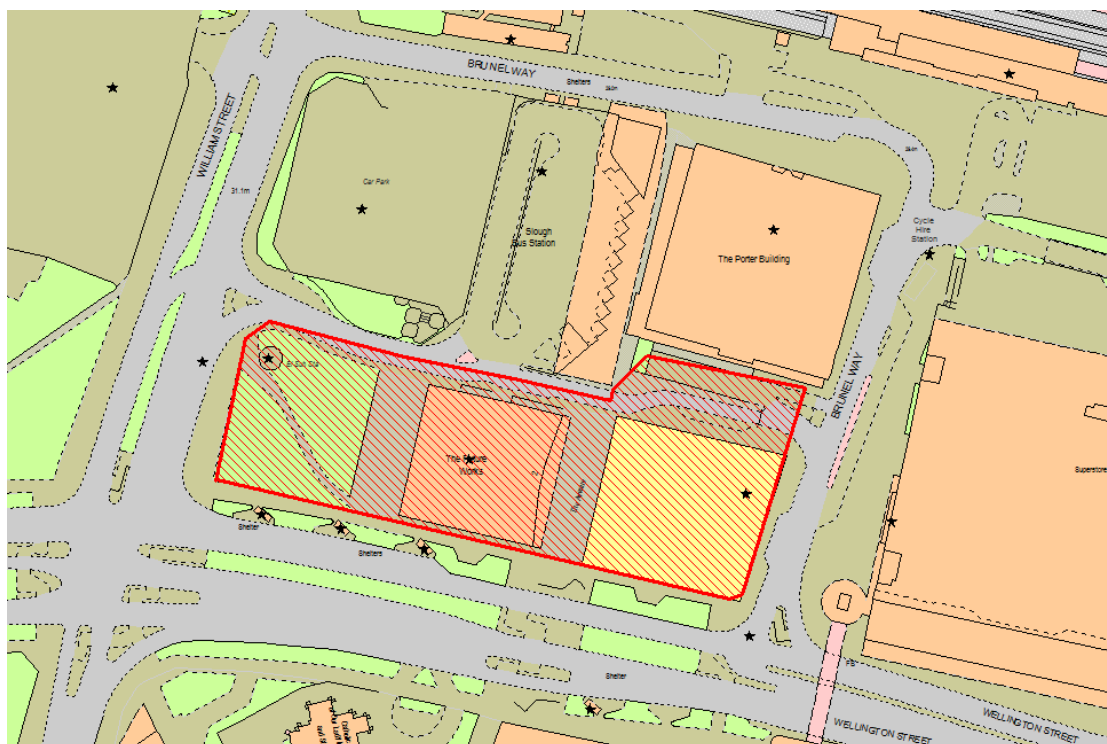


Registration Date:	13-Oct-2020	Application No:	P/02272/030
Officer:	Alex Harrison	Ward:	Central
Applicant:	Development Securities (Slough) Ltd	Application Type:	Major
		13 Week Date:	12 January 2021
Agent:	Miss Sarah Fabes, Lichfields		
Location:	Buildings 1 and 3, The Future Works, Wellington Street, Slough, SL1 1FQ		
Proposal:	Construction of two office buildings, at 12 storeys in height and 11 storeys in height (plus basements) and a single storey pavilion building, to include flexible uses at ground floor (uses at ground floor and mezzanine level within 3 The Future Works) to comprise a mix of office, parking, shop, financial and professional services, gym, café/restaurant, pub or drinking establishment, health centre dentist/and or community floorspace, and associated landscaping, access, car parking and public realm works.		

**Recommendation:** Delegate to Planning Manager to Approve Pending Completion of Section 106 Agreement



## 1.0 **SUMMARY OF RECOMMENDATION**

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

A. Approval subject to:

- (i) the satisfactory completion of a Section 106 Agreement to secure financial contributions towards sustainable transport improvements including electrical vehicle infrastructure in the town centre, car club spaces, the relocation of an existing EV charger, public realm and landscaping enhancements and provision of Travel Plan and Section 278 highways/access works;
- (ii) finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 13 April 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

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

## **PART A: BACKGROUND**

### 2.0 **Proposal**

2.1 This is a full planning application for the development of the two remaining plots of the Future Works site. The proposal will provide 2 detached office buildings either side of the existing Building 2.

2.2 The western part of the site will be occupied by Building 3 (3TFW) which will provide 18,036 sqm of floorspace in the following arrangement:

- 11,832sqm of office floorspace (GIA);
- 97 sqm of amenity space (GIA);
- 1,959sqm of back of house, plant and cycle space (GIA);
- 2,356sqm of car parking (GIA).

2.3 Building 3 is proposed to provide the floorspace over 11 storeys at its highest point. The car parking is provided within the building and would occupy part of the ground floor and a mezzanine above. Terraces areas are provided on the roof of the building.

2.4 The eastern part of the site will be occupied by Building 1 (1TFW) which will provide 25,842sqm of floorspace in the following arrangement:

- 20,146sqm of office floorspace (GIA);
- 315sqm of flexible office, commercial, leisure and retail floorspace (GIA);

- 1,977sqm of amenity, back of house, plant, and cycle space (GIA);
- 1,752sqm of car parking (GIA); and
- 653sqm of enclosed terraces (GIA).

2.5 1TFW proposes to provide the floorspace over 12 storeys at its highest point. The car parking provided is proposed at basement level and would be accessed using an existing ramped access that currently serves Building 2. The terrace space is provided predominantly within the roof area but the scheme also includes 3 terraces at corners of the building.

2.6 The proposal also includes the provision of a pavilion building that would sit between Building 1 and the existing Building 2 which will provide 45 sqm for an ancillary flexible commercial use (indicated as either a café or ancillary retail shop) on site and space for back of house activities for the office buildings.

2.7 Finally, the proposal includes a scheme of public and private realm works aimed at enhancing the space between the buildings.

2.8 In respect of parking provision the scheme will provide a total of 128 parking spaces, of which 25 will be EV spaces and 9 accessible spaces. The application also provides space for 152 cycle parking spaces.

2.9 The application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement
- Heritage Impact Assessment
- Historic Environment Desk Based Assessment
- Wind Microclimate Assessment
- Air Quality Assessment
- Noise and Vibration Assessment
- Planning Statement
- Servicing and Delivery Plan
- Construction Traffic Management Plan
- Drainage Strategy
- Contaminated Land and Geotechnical Desk Study Report
- Transport Statement
- Interim Travel Plan Statement
- Phase 1 Ecology Assessment
- Aboricultural Impact Statement
- Energy Statement
- BREEAM Sustainability Statement
- Utilities Statement
- Townscape and Visual Impact
- Statement of Community Involvement

### 3.0 **Application Site**

3.1 The application site is known as the 'Future Works'. It is an area of land located immediately north of Wellington Street and sites between Brunel Way to the east and Stoke Road to the west.

3.2 The site is a linear shaped parcel of land that contains a central, recently completed office building providing commercial floorspace in a 7/8 storey building. The eastern part of the site is enclosed with hoardings and contains a large area of hardstanding and has been previously used as a construction compound. The western part of the site is currently open space on the corner of Wellington Street and Stoke Road with a footway running across it.

3.3 The retail centre of Slough lies to the south of the site along with St Ethelbert's Church and the Curve a town centre community hub. Slough bus station, the Porter building (5 storey office development) and the Former Octagon site are located to the east of the site. The latter of these has recently been granted a resolution to approve a 7 storey office development, subject to completing a S106 agreement.

3.4 To the west is Stoke Road and beyond that the former Thames Valley University site which is part of the Heart of Slough proposals and is earmarked for mixed-use development including housing and offices.

3.5 To the east of the site is an established retail convenience goods superstore which has its service access off Brunel Way.

3.6 Immediately south of the site is the A4 which acts as the principal east-west route through Slough, and links the town to the M4 to the east. To the north is Slough Station which connects the town to Central London, running to Paddington Central and taking passengers west as well. Access to the stations car parks and drop off points are gained via Brunel Way.

3.7 The site is not within a Conservation Area, nor does it contain any listed buildings, but it is close to and visible from several Grade 2 listed buildings – the rail station (three separate list entries) and St Ethelbert's Church and Presbytery (two list entries).

### 4.0 **Relevant Site History**

4.1 The following application is currently being considered by the Council on the application site:

P/02272/031

Temporary change of use of the of the land for car parking

P/02272/029

Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

(herein referred to as 'the EIA Regulations') in relation to the proposed development known as No. 1 and No. 3 The Future Works. The development comprises the construction of commercial-led development with associated access, parking, public realm and landscaping.  
Not EIA Development 6 August 2020

P/02272/028

Temporary change of use to a car park  
Approved 6 December 2018

P/02272/013

Application for extension of time for implementing existing planning permission reference p/02272/009 dated 14th October 2009 for:

Redevelopment of the existing Brunel bus station and public car park on wellington street and the construction of a phased office-led mixed use development. Full planning permission for building 1 will comprise of 12,365 sq m (gfa) of office (11,163 sq m gia) and retail (199 sq m gia) floor space with shared basement parking serving buildings 1 & 2 (6,584 sq m gea) and associated landscaping and plant. The application includes vehicular access and egress onto Brunel way, egress onto William Street and alterations to the entrance to the wellington street subway.

Outline planning permission for building 2 will comprise of up to 22,223 sq m (gea) of office (20,115 sq m gia) and retail (316 sq m gia) floor space. Matters for approval include access, scale, layout and landscaping. Details of appearance to be reserved.  
Approved 7 October 2015

P/02272/009

Redevelopment of the existing Brunel bus station and public car park on wellington street and the construction of a phased office-led mixed use development. Full planning permission for building 1 will comprise of 12,365 sq m (gfa) of office (11,163 sq m gia) and retail (199 sq m gia) floor space with shared basement parking serving buildings 1 & 2 (6,584 sq m gea) and associated landscaping and plant. The application includes vehicular access and egress onto Brunel way, egress onto William Street and alterations to the entrance to the wellington street subway.

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Approved 19 October 2009

- 4.2. Application ref P/02272/009 was the application that granted the original consent for the development of the Future Works site. Since its approval there have been a number of amendment applications and approval of details submission as well as an application to extend the implementation

time of the permission. It is this extended time limit application (ref P/02272/013) that was implemented to provide the existing building on the site and gave approval for the parameters of the other buildings.

4.3 There is also relevant planning history on adjoining sites which are considered material to the consideration of the current planning application given issues of size and height and these are set out below.

4.4 P/14405/00  
Heart of Slough Masterplan. This included redevelopment (outline) of four sites adjacent to the roundabout including Thames Valley University (TVU site), Brunel Bus Station, Slough Public Library and Slough Day Centre and the Church of Our Lady Immaculate and St Ethelbert to provide (amongst other things) 1,598 new dwellings, 48,708 sqm of office space, a 120 bed hotel, a new bus station and 6,085 sqm of community floor space. Approved 22 December 2009.

P/02252/009  
Brunel Bus Station (Brunel Place). This involved the redevelopment of the Brunel Bus station and public car park on Wellington Street for a phased office led mixed use development. (Two buildings 11,163 sqm and 22,233 sqm)  
Approved 14 October 2009.

P/15524/000 –  
Slough Day Centre (The Curve). Redevelopment of the site for a new library and cultural centre.  
Approved 6 September 2013.

P/00789/028  
The Porter Building. Erection of a five storey office building.  
Approved 27 January 2016.

P/06684/015  
Queensmere Shopping Centre. Mixed development scheme for 11,533sqm of A1 Retail, Class A3 –A5 food and drink and Class D2 assembly and leisure floor space and 675 residential units. The residential element was proposed within 4 towers of between 15 and 23 storeys and a standalone tower of 15 storeys.  
Reported to planning committee on 26 November 2015 and delegated to the planning manager subject to completion of a Sec 106 (not yet completed).

P/17238/00  
Slough Central Library, 85 High Street. Construction of mixed use development (part ten, part nine, part six and part four storey) to provide two hotels totalling 244 guestrooms, two ground floor commercial (A1/A2/A3/A4) units totalling 379 sqm, and 64 self-contained residential units with a residential mix of 12 x studios, 28 x 1 bedroom units and 24 x 2 bedroom dwellings together with associated car and cycle parking, refuse storage and the installation of plant and equipment.  
Approved 29 November 2018

## 5.0 Neighbour Notification

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) site notices were displayed outside the site on 27/10/20. The application was advertised as a major application in The Slough Express.

5.2 At the time of writing, 0 letters of representation have been received from residents and occupiers of neighbouring properties.

## 6.0 Consultations

### 6.1 Highways

#### Vehicular Access

Vehicular access to 1 The Future Works will be provided from Brunel Way. On arrival cars will arrive via the Brunel Way / Wellington Street junction, then turn left into the existing 2 The Future Works basement ramp to access the 1 The Future Works Basement Car Park. For 3 The Future Works, cars will arrive from Stoke Road southbound, turn left into the access road and then turn right into the Car Park. On departure, cars will exit left from the car park, then turn left onto Stoke Road, and disperse at the next junction.

A Stage 1 Road Safety Audit was completed in support of the planning application.

SBC have no objection to the vehicular access arrangements for the site. The Travel Plan Coordinator will need to liaise with SBC if SBC implement a revised masterplan for the Station Plaza area and this changes the access arrangements for the site.

#### Access by Sustainable Travel Modes

The site is located 120 metres from Slough Railway Station (1 minute walk) and 50m from Slough Bus Station (1 minute). During the Morning Peak, Slough Railway Station offers 4 services per hour to Burnham Station, 6 services per hour to London Paddington, 7 services to Maidenhead and 8 services per hour to Reading. The area is considered to have a Public Transport Accessibility Rating (PTAL) of 5, which is the highest possible rating for Slough. The site is also located approximately 280m (3 minutes' walk) from Slough High Street.

Cyclists and pedestrians will be able to access the site via the network of footways surrounding the site which include a shared footpath for pedestrians and cyclists on Wellington Street and Stoke Road. All junctions surrounding the site provide signalised crossings with a pedestrian refuge.

Therefore, the site is situated in a highly sustainable location with opportunities to travel to Future Works by rail or bus from locations within

and outside of Slough. The close proximity of Slough High Street offers the opportunity for employees to walk to amenities before work, during their lunch break or after work.

### Parking

The proposed number of parking spaces was agreed with SBC Highways and Transport at preapplication stage. In total 176 parking spaces are proposed for both buildings. It is proposed to provide 65 parking spaces for 1 The Future Works and 63 Parking spaces for 3 The Future Works. An additional 19 car parking spaces allocated to 1 The Future Works to be allocated offsite (to be agreed with SBC) to achieve a rate of 1 parking space per 1500sqft.

The proposed parking falls below the maximum number required by the Slough Borough Council Parking Standards. The SBC Parking standards allow max. provision of 1 space per 40m for office use in the Town Centre area, with nil provision allowed for Financial Services and pub/restaurants, whilst parking for gyms within the Town Centre can be considered on merits.

At a ratio of 1 space per 40sqm, the parking standards allow for a maximum of 511 parking spaces for the 20,461sqm of office use at 1 The Future Works and 296 parking spaces for the 11,832sqm of office use at 3 The Future Works.

However, the main objective of the Slough Core Strategy (2008 – 2026) and Slough Local Transport Plan 3 are to reduce the need to travel and encourage more sustainable modes of transport. The Local Transport Plan also seeks to reduce demand for limited road space available within the Town Centre, which will reduce congestion and make journey times more reliable. The site is situated in the most accessible part of Slough Borough and offers potential for the majority of journeys to be made by sustainable travel modes. Therefore Slough Borough Council accept car parking provision of 176 spaces, which falls well below the maximum number permitted by the adopted standards.

5% of the parking spaces provided will be designed to an accessible standard for disabled drivers, as agreed at preapplication stage with SBC Highways and Transport. 4 Motorcycle Parking spaces are proposed at a ratio of 1 stand to every 20 parking spaces with a minimum of two stands, as agreed at preapplication stage with SBC Highways and Transport.

Therefore SBC Highways and Transport have no objection to the proposed parking provision for the Future Works Development.

### Cycle Parking

98 cycle parking spaces are proposed for 1 The Future Works and 54 cycle parking spaces are proposed for 3 The Future Works.

The proposed quantity of cycle parking spaces has been derived in reference to BREAAAM guidance. The BREAAAM guidance recommends the provision of cycle parking based on an accessibility rating and given the site has a high BREAAAM AI Accessibility rating of 28.03, resulting in a 50%



reduction in cycle parking.

Cycle parking will be provided within a mix of double-deck parking and standard Sheffield stands, to provide flexibility on different bicycle types and differences in ability to use stacked cycle parking.

#### Trip Generation and Traffic Impact

The impact of the proposed development on the surrounding highway network was assessed using SMMM17 which is Slough Borough Council's Transport Model. The modelling was undertaken by Atkins as SBC's consultant. The impact of the development was assessed during a Future Year of 2026 with the proposed development in a 'Do Something' scenario and without the proposed development in a 2026 'Do Minimum' scenario.

The development is forecast to generate 594 person trips in the AM Peak Period and 501 person trips in the PM Peak Period. 1 and 3 The Future Works is forecast to generate 60 two-way vehicle trips in the AM Peak Hour and 59 two-way vehicle trips in the PM Peak Hour.

The Transport Modelling exercise concluded that the development will have no significant impact on the local area with the introduction of the development, with only minimal impact on queues, delays and journey times forecasted with constrained car parking.

There will be some nominal changes in delay along Stoke Road southbound, as traffic is stopped more frequently with traffic entering / exiting 3 The Future Works and some issues around blocking of the junction have been identified that will be required to address to ensure delays for buses, 3TFW and "Former Octagon Site" traffic are not any longer than forecasted by the modelling.

It was identified that the yellow junction box at the junction of the B416 Stoke Road with the Bus Station should be extended to ensure blocking of the access does not occur.

The modelling exercise concludes that although the development is not forecast to impact the surrounding highway network, consideration of the bus station operation is required to prevent excessive delays for buses and drivers from "former Octagon Site" and 3TFW.

SBC have no objection to the proposed development based on the development's impact on the surrounding road network.

However, SBC require the applicant to confirm what consideration has been given to the possibility that traffic from 3 The Future Works will block the bus station. It is recommended that a contribution towards the extension of the yellow junction box is secured within the S106 agreement.

#### Interim Travel Plan

An Interim Travel Plan has been provided which will be developed into a separate Travel Plan for each building. The Interim Travel Plan therefore identifies, as far as possible outline aims, objectives and targets for agreement, as well as measures to be implemented pre-occupation, and

the proposed programme for monitoring and reviewing the Travel Plans.

The primary aim of the Travel Plan is to promote, facilitate and increase sustainable travel choices to and from 1 + 3 The Future Works, thereby seeking to minimise single occupancy car use. The aim is to be achieved through the following three objectives:

1. By ensuring good accessibility to 1 + 3 The Future Works by non-car modes; removing barriers, both perceived and actual, to walking, cycling and using public transport.
2. By increasing understanding among staff/occupants and visitors of the travel options that are available to them, by marketing and raising awareness of the Travel Plan and its purpose.
3. By providing information to allow, staff/occupants and visitors to understand the benefits of sustainable transport; actively promoting non-car travel choices and car sharing.

The preliminary targets for the Travel Plan are for a 5% reduction on the baseline number of journeys to 1 and 3 The Future Works by cars and a 5% increase in the baseline number of journeys by sustainable travel modes, within one travel plan cycle (2 years).

SBC Highways and Transport have no objection to the targets or measures set out within the Interim Travel Plan and are satisfied that this interim Travel Plan form the basis of dedicated Travel Plans for each building.

#### Servicing and Deliveries

It is proposed that servicing for Future Works 1 will take place from the layby on Brunel Way.

Servicing for Futures 2 and 3 will take place from a dedicated layby provided on the access road between Future Works 2 and 3. Servicing vehicles will arrive from Stoke Road, turn into the access road and reverse into the servicing/loading bay, avoiding any conflict with buses. Egressing service vehicles will give way to buses. The TA states that scheduled movements will be timed for off-peak periods. Waste room capacity is based on a twice weekly collection frequency of general and recycled waste per building. Ad-hoc deliveries associated with couriers will be accommodated via a drop-box facility close to the car park ramp.

A Stage 1 Road Safety Audit was completed of the proposed site access arrangements which identified two problems with use of the layby on Brunel Way for servicing.

The first problem identified is the dual use of the layby for charging electric vehicles and for use by refuse vehicles which could result in potential increased risk of nose to tail or side impact vehicular collisions occurring whereby vehicle occupants could sustain personal injury.

The second problem identified was that the swept paths show a refuse vehicle seeking to enter the layby in Brunel Way would see significant

encroachment into the southbound lane for vehicular traffic on Brunel Way. The auditor raised concern that this increases the risk of head on or offside collisions between refuse vehicles and southbound vehicles on Brunel Way.

SBC Highways and Transport require the amendment of the servicing bay in accordance with the comments provided by the Road Safety Auditor.

SBC require the applicant to specify the time periods when waste collection will take place.

#### Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) has been prepared which sets out measures to control the impact of construction on the highway network surrounding the development.

The following control measures will be confirmed once the contractor has been appointed:

- Programme of construction works, including start and end date for each phase of construction.
- Working Hours
- Method for checking operational, vehicle and driver compliance with relevant laws.
- Access routes for heavy construction traffic
- Construction access and egress points
- Schedule for site traffic movements
- Traffic marshalling
- Waiting arrangements for when loading area is unavailable
- Wheel washing
- Communication with local businesses
- Scaled drawing of construction site set up.

SBC welcome the provision of the above control measures for the construction phase. It is recommended that the final detailed CTMP is secured by condition.

However, the Construction Traffic Management Plan identifies that some construction traffic would depart the site using the junction of the Bus Station Access with Stoke Road.

SBC Highways and Transport require further consideration of whether Construction vehicles can ingress/egress the site without use of the bus station access road. SBC wish to minimise the impact of construction traffic on bus journey times wherever possible.

#### Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns, I confirm that I have no objection to the proposed development.

## 6.2 Environmental Protection

### Summary

The applicant's air quality assessment has concluded that the AQ impact of the development on existing receptors is not significant. However the development will increase vehicle emissions on road links within AQMA4, where a sizeable reduction in road NOx emissions is required and compliance issues remain until at least 2025. To align with the Council's AQ Action Plan and Low Emission Strategy it is recommended that air quality mitigation be incorporated into any permission granted through the following conditions and contributions:

- Submission and approval of details of electric vehicle charging provision within at least 15% of parking bays for future occupants;
- Submission and approval of a Construction Environmental Management Plan (CEMP);
- Relocation, or contribution for replacement, of the existing electric vehicle charge point on Brunel Way;
- Contribution to electric bus infrastructure at Brunel Bus Station; and
- Contribution to town centre electric vehicle car club.

The applicant's noise assessment is accepted. However, technical details/ specifications of the building plant and glazing will be need to be submitted for approval to ensure that noise levels emitted from the development by plant and experienced by future users achieve the appropriate levels set by the assessment. The following conditions are therefore recommended to be attached to any permission granted in respect of this application:

- Submission and approval of sound level reduction properties of glazing materials
- Submission of details of plant noise emissions
- The CEMP to include a noise and vibration management strategy

### Detailed Comments

#### AIR QUALITY

The previous comments in December 2020 provided an initial review of the air quality assessment (AECOM, October 2020) and requested clarification on a number of points. The table below sets out the actions requested and the response of the applicant's consultant:

<b>Action requested Dec'20</b>	<b>Consultant response Jan'21</b>
<b>Assessment:</b>	
Details about construction vehicle numbers, length of construction phase, routing of vehicles in AQ assessment	Construction phase traffic is not anticipated to exceed the threshold set out by EPUK above which detailed modelling of construction phase traffic is required: "Large, long-term construction sites that would generate large HGV flows (>200 per day) over a period of a year or more." Information obtained on estimated traffic flow

	<p>rates indicates that the Proposed Development is anticipated to generate a maximum of 44 outward vehicle movements per day (inclusive of LGVs and HGVs), of which a maximum of 31 are expected to be HGVs.</p>
Justification of realistic driver choices assumed	<p>The consultant has referred to the Transport Assessment for details as to how this was assumed by the highways consultants.</p>
Clarification of no plant on-site associated with other users on ground floor	<p>The understanding of the consultant at the time of writing the AQ assessment was that the Proposed Development is not anticipated to include any on-site centralised combustion plant for heating / energy. Instead, heating demands shall be met using electricity. Therefore no modelling was conducted of plant emissions.</p>
Clarification of model verification – esp re SLO21	<p>Unadjusted modelled concentrations for each monitoring site were within +/- 25% of the monitored concentrations. Post-adjustment, modelled concentrations were all within 12% of the monitored concentrations, with SLO21 under-predicting by -4.1%, and was therefore the most accurate of all modelled locations across the verification model. The uncertainty/accuracy of the model can be determined using the “RMSE” calculation. LAQM TG.16 considers an RMSE within 25% of the annual mean objective to be acceptable (10 µg/m<sup>3</sup>), however an RMSE within 10% of the objective (4 µg/m<sup>3</sup>) is preferable. Using the adjustment factor of 1.55, an RMSE of 3.2 µg/m<sup>3</sup> was calculated which is well within this acceptable limit. Additionally, SLO21 is considered to be a ‘roadside’ monitoring site and is situated approximately 1.6m from the modelled road. Receptor R17 is located approximately 14.3m from the same modelled road. As NO<sub>2</sub> concentrations drop off quickly from the roadside, levels here would be expected to be lower than at the monitoring site, as found in our assessment.</p>
AADT inputs to operational dispersion modelling	<p>The Transport Assessment provided by the planning agent is the main report text only and is missing appendices containing traffic modelling assumptions and inputs. These were subsequently obtained and reviewed.</p>
<b>Mitigation:</b>	
Inclusion of NRMM in CEMP	<p>The following NRMM controls outlined within SBC’s Low Emission Strategy shall be added to Appendix A of the Air Quality Assessment, for inclusion within the CEMP:</p> <p>(i) In accordance with Table 10 of SBC’s Low Emission Strategy, from 1st September 2020, NRMM of net power between 37kW and 560kW will be required to meet the following standards, based upon the engine emissions standards in</p>

	<p>EU Directive 97/68/EC and its subsequent amendments:</p> <p>(a) NRMM used on any construction or demolition site within the Slough urban area will be required to meet Stage IIIB of the Directive as a minimum.</p> <p>(b) NRMM used on any MEDIUM or MAJOR classified development will be required to meet Stage IV of the Directive as a minimum.</p> <p>It is noted that these standards will be applicable to both variable and constant speed engines for both NO<sub>x</sub> and PM.</p> <p>(ii) All eligible NRMM should meet these standards unless it can be demonstrated that the machinery is not available or that comprehensive retrofit to meet both NO<sub>x</sub> and PM emission standards is not feasible.</p>
Inclusion of Euro VI commitment in CEMP	Not directly addressed within consultant comments. To be addressed via CEMP condition.

The AQ Assessment used dispersion modelling software ADMS-Road (v5.0.0.1) to predict pollution levels at selected receptors due to road traffic emissions within a future do nothing and with development scenarios. Receptors locations included 17 existing 'representative' residential receptor locations at ground or first floor on Slough High Street, the A4 west and east of the site, Stoke Road north of the site and Windsor Road to the south of the site. The site is located in a quadrant by the mainline train station 'zoned' for commercial office developments. The former Thames Valley University site to west of development has not yet been redeveloped and remains vacant. To the south of the site is the current retail centre of Slough. The western half of the site, coincident with the proposed location of 3TFW and the existing 2 TFW, lies within an air quality management area (AQMA) - AQMA4, along the A4 Bath Road from Stoke Pokes Lane to past the Uxbridge Road A412 roundabout. Existing Council air quality monitoring within this AQMA shows roadside exceedances of the nitrogen dioxide (NO<sub>2</sub>) annual mean AQ objective in recent years and while below the objective in the baseline year of 2019, remained within 5% of the objective at a number of monitoring locations.

The air quality assessment has predicted that the maximum increase in annual mean nitrogen dioxide concentrations with the development at residential ground floor receptors on the A4 to the 355m west and from 340m east of the development (R05, and R15 & R16 respectively). The maximum increase predicted is +0.1 ug/m<sup>3</sup>. In accordance with the guidance issued by the Institute of Air Quality Management to describe impacts, due to the level of the annual mean NO<sub>2</sub> levels relative to the National AQ objective and the size of the change, the impact is classified as negligible. The applicant's consultants do not consider this to be significant and conclude that the development can therefore proceed without the need for any mitigation.

However, judgement of significance of effect that any proposed development might have is a two stage development control process: the first being the applicant's air quality assessment and the second being by

the Local Planning Authority taking into account other influences, such as:

- (i) The real world impact on levels of NO<sub>x</sub>/ particulate emissions;
- (ii) The extent of future population exposure to the impacts; and
- (iii) Compliance with AQ objectives as part of the Council's obligations under the Local Air Quality Management Regulations.

Transport consultants Ramboll have indicated that the development will result in an average increase in traffic flows of 1.6% Annual Average Daily Traffic (AADT) flows across the roads within the study area. The traffic data provided by Ramboll to inform the air quality assessment indicates that the development will be add up to 735 AADT to local links. Whilst the transport assessment may consider that this will not have a significant impact on the functioning of the highway network, this equates to estimated annual emissions of NO<sub>x</sub> and particulate matter (as PM<sub>2.5</sub>) of 0.92 tonnes and 0.05 tonnes, respectively. The development site has been vacant for about 8 years, with the former bus station use (and its vehicle movements) moved to an adjacent plot. Consequently the vehicle trips generated by the development do truly represent a real world increase in emissions.

The applicant's air quality assessment can only consider cumulative impacts and future developments for committed highways schemes and developments for which permission has been granted. However, pre-application discussions are underway with the Local Planning Authority for a scheme to provide regeneration of Slough town centre including development of new residential dwellings. This will introduce new residential receptors fronting the A4 Wellington Street, including at ground floor level. Similarly pre-application discussions for a mixed use development at the former Thames Valley University site on the opposite side of William Street to The Future Works are set to commence shortly. These schemes will introduce new residential receptors into the A4 corridor within the study area of The Future Works. While these schemes will need to assess air quality themselves in terms of changes in vehicle emissions and exposure of existing and new receptors and mitigate their own impacts, it increases the importance of continuing to deliver air quality improvements in the area, promoting sustainable development and not allowing baseline creep.

Part of The Future Works development site and the A4 corridor past the site lies within the Council's Air Quality Management Area (AQMA), AQMA4. The Council is currently preparing a new AQ Action Plan (AQAP) and has undertaken detailed dispersion modelling of existing and future baseline air quality levels around the Borough including within the town centre and AQMA4. On this road link up to 70% of total NO<sub>x</sub> emissions originate from road vehicles. It is estimated that a reduction of up to 25% road NO<sub>x</sub> emissions are required in AQMA4 to achieve annual mean NO<sub>2</sub> concentrations below 36 ug/m<sup>3</sup> at receptors within the AQMA. Further the Council's modelling has predicted that the A4 road link through the town centre would exceed 40 ug/m<sup>3</sup> until 2022 and be greater than 36 ug/m<sup>3</sup>, not achieving compliance until at least 2025.

In this context, while the impact of The Future Works development on existing residential receptors may not be significant, the increase of vehicle

emissions conflicts with the Council's AQAP objectives and places a greater priority consideration on the impacts. Therefore it is considered appropriate that the development include mitigation measures to off-set some of the increase in vehicle emissions. The Council's Low Emission Strategy (LES) sets out types of air quality mitigation that might be appropriate to different scales of development. The development will include provision of electric vehicle charging for a proportion of future users, which is categorised as a default Type 1 mitigation in the LES to be included in all major developments irrespective of impacts. The size of the development also triggers the requirement for a Travel Plan – Type 2 mitigation. Opportunities for additional on-site Type 2 mitigation such as measures to support cycling and walking infrastructure, to support the Slough Electric Vehicle Plan or to integrate with electric car clubs are limited due to the nature of the development and absence of any publically accessible parking with the scheme.

Off-set mitigation should therefore be sought to support the Slough Low Emission programme. The programme was updated in December 2020. Within the updated programme there are a number of relevant proposed projects within the Town Centre. The site itself lies within the North East Town Centre sector of the programme but as any measures would need to be provided off-site within the Town Centre, programmes in the other sectors (North West, South West and South East) within close proximity may also be appropriate. It is recommended that contributions are sought towards two key projects:

1. Electric bus infrastructure – dedicated EV charging systems at the adjacent Brunel Bus Station to support sustainable public transport infrastructure; and
2. Electric Vehicle Car Club – contribution to 2 bays in the town centre for use by the public including future site occupants;

Construction phase mitigation will be provided for within Type 2 mitigation of Non-road mobile machinery (NRMM) controls and a Construction Environmental Management Plan to minimise construction emissions in accordance with best practice – see further comments below.

As per the December 2020 comments, it remains our recommendation that the following conditions also be attached to any planning permission granted in respect of this application:

1. **Electric Vehicle Charging** – proposed by the applicant at a ratio of 15% of car parking spaces. It therefore recommended that a condition be attached to any planning permission granted in respect of this application requiring electric vehicle charging to be provided for at least 25 car parking spaces – 15 spaces serving 1TFW and 10 spaces serving 3TFW. The EV charging points must have at least a 'Type 2' sockets, and be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The number of EV charging points required at the opening of the development must meet at least 50% EV charging provision, with the remainder of the EV chargers being installed at an agreed date. At least 1 charging unit should be provided for within the accessible parking spaces.
2. **Construction Environmental Management Plan** – the construction phase assessment within the air quality assessment



concluded that due to the size and nature of the proposed earthworks and construction programme there is a high risk of dust soiling from the site. Therefore to mitigate soiling impacts and minimise impacts to human health it is appropriate that a CEMP is prepared for approval including the best practice air quality mitigation measures from Appendix A of the Air Quality Assessment and NRMM controls in line with the requirements of the Council's Low Emission Strategy (Table 10). The developer should also use reasonable endeavours to use/require vehicle use complying with the latest European Emission Standard – such as a contractual requirement on the principal contractor.

A Council-owned public rapid EV charge point is currently present on the eastern site boundary. The applicant is proposing to repurpose this layby for the servicing of their development. The Council's highways safety auditor has raised concern with the use of the layby for both charging and servicing. **Therefore, to enable the use of the layby for servicing the applicant should be required to either re-provide the rapid EV charge point at an alternative on-site location or provide a contribution towards relocation of the chargepoint.** The charge point will need to be served by two dedicated parking bays and accessible to the public 24 hours a day, 365 days per year. As the existing charge point is Council-owned the infrastructure, the land and any easements need to be signed over to the Council. There should be continuous provision between the existing charging point and its replacement. The siting of the replacement chargepoint should be subject to Council approval to ensure that it is suitable for use and meets the strategic criteria for our public charging network. It is recommended that the details of the rapid EV charge point be secured through a S.106 agreement to any permission. **Any agreement to financial contribution towards relocation of the chargepoint should ensure that above requirements can be satisfied without third party contingencies.**

#### ENVIRONMENTAL NOISE

The previous comments in December 2020 also provided an initial review of the noise assessment (AECOM, October 2020) and requested clarification on a number of points in respect of assessment of the construction phase impacts (including vibration assessment) and outlining the need to consider environmental noise issues further once the proposed development reaches the detailed design stage. A copy of the transport assessment underpinning the noise assessment was also requested – and this has now been provided.

The construction phase noise assessment is based on a number of assumptions as the construction programme information is not yet available. The applicant's consultant's response in January 2021 confirmed that no further details are currently available and that the contractor team would prepare a CEMP to include a noise management strategy and reconsider vibration issues once the duration and of any vibration creating works has been identified in the construction programme. So while the conclusion of the assessment to-date is accepted, it remains recommended that a Construction Environmental

Management Plan be prepared for the development and includes noise management through best practice noise mitigation measures. The CEMP should also consider the potential for vibration impacts, particularly with respect to the heritage asset of St Ethelbert's Church immediately south of Wellington Street, and determine where on-going vibration monitoring is necessary during the construction phase.

At this stage there is an absence of detailed plant specifications or locations. The applicant has proposed plant noise limits to not exceed existing background noise levels at 1m from each receptor, based on the previous background survey information. Further assessment will therefore be applicable by the developer at the detailed design stage. Consequently it is recommended that a standard condition be attached to any planning permission granted to control plant noise limits.

The applicant's noise assessment used noise modelling to predict façade incident noise levels. The assessment found that sound reduction is required for acceptable internal noise levels. This can be achieved through 4mm/12mm/4mm glazing - however the assessment under-pinning this level of glazing is based on a number of assumptions about building ventilation and construction. Consequently it is recommended that any planning permission granted be conditional on a requirement on the developer to submit details of glazing to demonstrate that the necessary sound reduction can be achieved by the glazing to be installed.

### 6.3 Conservation Consultant

The Future Works site is located in central Slough, just south of Slough Railway Station and on the north side of Wellington Street.

The site was part of the Heart of Slough Masterplan approved in 2009 (P14405/000). Permission was also granted in 2009 for two office buildings, one in full that has since been built (now known as 2 TFW) and the other in outline (P02272/09). The original proposal in the Heart of Slough Masterplan was for three buildings whose roof lines collectively formed an asymmetric V shape (the 'tick'), the central section of this (2 TFW) has now been built.

The two buildings proposed will be block like in form with stepped roof terraces. It is proposed that one building is 12 storeys (1 TFW) and the other 11 storeys (3 TFW). The proposed massing for 1 & 3 TFW varies slightly from that of the previously consented scheme and the design / external appearance has been deliberately altered so that the 3 buildings differ in design.

In accordance with paragraph 189 of the NPPF a Heritage Statement accompanies the application, the scope of which was agreed at the pre-application stage. A Townscape and Visual Impact Assessment has also been provided.

The Heritage Statement considers the impact upon the proposed designated and undesignated heritage assets. To the south of the Site, on the opposite side of Wellington Street, is the Grade II listed Church of Our Lady Immaculate and St Ethelbert and adjacent Grade II listed St

Ethelbert's Presbytery. There are three Grade II listed buildings/structures associated with Slough Station to the north. In the wider surroundings there are a number of heritage assets, including listed buildings, locally listed buildings and conservation areas. Located approximately 3km south of the Site is Windsor Castle (Grade I and Scheduled Monument) and approximately 7.5km south of the Site is the King George III Statue (Grade I) in Windsor Castle Great Park. Due to the raised topography of Windsor, particularly within Windsor Castle and Home Park, the settings of these heritage assets incorporate the Slough skyline, which features the site.

The prime conservation consideration is whether the proposal will preserve the setting (and thereby the significance) of the designated heritage assets referred to above.

The NPPF defines setting as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surrounding evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral.'

Historic England states that setting itself is not designated. Whilst every heritage asset has a setting, its importance, and therefore the degree of protection it is offered in planning decisions, depends entirely on the contribution it makes to the significance of the heritage asset or its appreciation.

Historic England's Tall Building's Advice Note 4, (2015) is clear that good design and detailing is a key part of reducing the impact of tall buildings on the setting of surrounding heritage assets. Much thought has clearly gone into the design, however there are some concerns regarding the scale and massing. Previously the three buildings and the angled roof forms worked well together as a group, however, the triangular profile of the already constructed 2 TFW now sits less comfortably between the flat/stepped roof lines of the proposed buildings to either side and the development does not tie together so well.

In terms of impact upon the designated heritage assets deemed to be potentially impacted BEAMS gives the following advice.

The setting of St Ethelbert's church is the asset which is most likely to be impacted due to the proximity of the site to the church. Historically churches were usually the tallest buildings within a town / village – giving them visual prominence and using height to highlight their importance. In Slough the prominence of St Ethelbert's Church has changed significantly in the latter part of the 20th / early 21st century with the construction of taller buildings surrounding the site.

As with the Old Library site (now being redeveloped with a 9-storey building), BEAMS has reservations over the overall height and massing of the development on this site and do not agree with part of the conclusion of the Visual Impact Assessment for the current scheme which states that: The scale, massing and design of the scheme relate well to St Ethelbert's Church and its local landmark qualities would be unaffected. BEAMS considers that the setting will be harmed slightly due to a further reduction

in visual significance and that its prominence in local views and landmark character would be eroded. Whilst taking into account the existing context the proposal is considered to have a slight adverse impact upon the wider setting of St Ethelbert's Church and therefore impact upon its significance. However, this harm is considered to be less than substantial (NPPF, para. 196) and BEAMS is mindful of the existing outline consent and masterplan proposals.

The proposal is not considered to harm the setting of the buildings at Slough railway station and BEAMS concurs with the findings of the heritage statement in relation to impact upon other designated heritage assets considered within that report. In terms of the impact upon the setting of Windsor Castle (in views from Copper Horse) it seems as if the proposal will not 'break the skyline' and will therefore blend with the existing built form locally.

In summary, BEAMS raises some concerns regarding the scale and massing of the 11 and 12 storey buildings proposed for the Future Works site. The proposed development, by virtue of its scale, bulk / mass is considered to have a slight adverse impact upon the setting of St Ethelbert's Church and to therefore impact upon its significance. However, this harm is less than substantial (NPPF, para. 196).

The Council, as decision maker, should balance the less than substantial harm identified with any public benefits that may arise from approving the scheme.

#### 6.4 Contaminated Land Officer

The report provides a thorough review of the historic information available, including previous findings, and it is suitable for the current stage of the development process.

I concur with the contaminated land and geotechnical related recommendations including the need to undertake a site and project specific ground investigation, to consider the contaminated land ground conditions and groundwater quality on site, informed by further investigation works, etc

Raise no objections subject to conditions.

#### 6.5 Lead Local Flood Authority

Following request for additional information to be provided, no objections are raised in respect of flood impact and drainage proposals.

#### 6.6 Thames Water

##### Waste Comments

Following initial investigations, Thames Water has identified an inability of the existing FOUL WATER network infrastructure to accommodate the needs of this development proposal. Thames Water has contacted the

developer in an attempt to agree a position for foul water networks but has been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

“The development shall not be occupied until confirmation has been provided that either:-

1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or-
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning).

Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for SURFACE WATER drainage, but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

No development shall be occupied until confirmation has been provided that either:-

1. Capacity exists off site to serve the development or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or
3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision

notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

#### Water Comments

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission.

No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.  
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/>

In addition to these conditions a number of informatives are also proposed.

#### 6.7 Landscape Officer

The site located on the corner of Wellington Street and the B146. This is an extremely busy road junction in the centre of Slough. There are no trees of any significance on the site or within the immediate vicinity which is a weakness that the area has.

The development must contribute to improving the public realm for pedestrians and cyclists passing and accessing the buildings to and from the station and town centre. This aspect should be discussed with highways to gain maximum benefits and improvements.

The provided tree protection plan will protect the existing trees growing outside the site.

The buildings have are very large both in terms of height and bulk. The landscape around the building at floor level and on the terracing will be vital to the success of this scheme.

The general layout of the public realm provides tree planting and seating areas around the building and this will help mitigate the scale of the buildings for pedestrians. No detailed plans have been provided within the

Design and Access Statement but this can be a condition of any approval. Again with the roof terracing, no details designs have been provided and correctly a soft and hard landscape plan will be needed for these areas. All soft landscape must seek to provide plants that will provide for as much biodiversity as possible.

Due to the complexity of site and the multiple uses it is essential that the soft and hard landscape can adapt. To this end a landscape and ecological management plan for the duration of the development must be put in place. That will allow changes to be made when required so that there is always a high quality vibrant green spaces around the building.

#### Ecology

Details of ecological enhancements set out within section 6. Opportunities for Ecological Enhancement of the Ecological assessment must be provided.

No objections raised subject to conditions and a request is made for a S106 contribution towards wider public realm improvements.

#### 6.8 Historic England

Raised no objection, advising they do not need to be reconsulted on any changes

#### 6.9 Crime Prevention Design Advisor

Thank you for consulting me on the planning application above. I have liaised with Police colleagues, analysed crime data, and reviewed the submitted documents.

Although I do not wish to object to the proposals, I do have some concerns in relation to community safety/crime prevention design. If these are not addressed I feel that the development may not meet the requirements of; The National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127 (part f),

#### Basement parking:

Parking facilities positioned underneath the office will incorporate some staff entrance to the cores. These areas must be for staff only and each core must have access control in the form of a fob for example, that only allows them access to the floor on which they work. In terms of the security of the parking areas, it is recommended that these are fitted with electric open lath roller shutters (to LPS1175 SR2 or equivalent), to ensure the security of them. These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. The layout and design of this facility should also incorporate the safer parking principle of surveillance, lighting and management processes and procedures.. Car parks that aren't secure, are extremely vulnerable and attract anti-social behaviour and a place for the homeless to sleep or shelter. If not already considered I ask that all vehicle entrance and egress points are secured.

#### Cycle store::

The large cycle store includes showering facilities for both males and

females (with only one threshold between the two areas). Given the size of the developments it would not be unreasonable to assume that unauthorised members the public could 'tailgate' through the outer door and either target cycles or gain access to showers and toilets facilities . The physical security of these linked facility will be critical in deterring unauthorised access, ASB or crime. I strongly recommend that additional secure lobby or threshold be included between those in the cycle store and those using the shower. This is a significant concern and I ask that amended plans be submitted prior to approval being granted

#### Recessed areas:

This is a significant concern: from the plans provided I note that the relationship between pavilion (retail and large bin store) and building either side create significant recessed areas. Slough has established local issues of street drinking, Anti-Social Behaviour (ASB) and homeless individuals sleeping rough. Quiet often recessed spaces become resting - places for rough sleepers, windblown litter and other deposits associated with the activities they attract.. I ask that this area be redesigned to remove recessed areas, and I ask that amended plans be submitted prior to approval being granted

#### CCTV:

From the documentation provided, I cannot identify if public realm and private internal CCTV will be incorporated into the design. Again this is a concern and ask that this point be clarified. It is recommended that where natural surveillance of concealed and secluded areas cannot be achieved CCTV (formal surveillance) should be considered. CCTV can have a positive impact on crime, especially when implemented as part of a wider package. However, CCTV should not be considered as an alternative to good design. CCTV is most effective when combined with good lighting and designed to counter a set of offences, and supported by management, continuous monitoring and adequate response.

The proposed CCTV system should include details as to the type of cameras or their anticipated role or function, whether this will be a monitored or simply a recorded system. I ask that a copy of the CCTV operational study, together with a detail CCTV layout should be submitted prior to installation.

#### Landscaping and lighting:

The landscaping scheme should ensure that natural surveillance throughout the development and include appropriate vehicle mitigation. Trees should not impinge upon street lighting or CCTV lines of sight. Tree positions and final growth height/spread should be considered to avoid this. A holistic approach should be taken in relation to landscape and lighting, and SBD guidance on both should be followed. I ask that detailed plans be submitted and approved prior to planning approval

#### Glazing:

Serious consideration must be given to the ground floor glazing which encloses and define public open space, Minimum requirements for potential hazards from flying glass should be considered. Guidance on the specification of the proposed glazing systems and other requirements such as Health and Safety may also need to be assessed, I ask that the



applicant undertake this assessment prior to approval - recommend further consultation with the TVP CPDA.

External doors:

For this development to meet the police recommended minimum physical security requirements I would advise that all external doors be to LPS 1175 SR 2 minimum, with any integral glazing being laminate. All Doors should be electronic, fob activated, permitting access to authorised personnel only, and external doors opening into public space must have a vision panel.

Security lighting:

Lighting should be provided all external doors (including fire exits and roller shutters). Lighting for footways and vehicular routes/parking should conform to BS5489.

Refuse:

All refuse storage should be secure. Again, SBD guidance and standards should be applied.

Following the submission of additional information, further comments were provided with all matters addressed aside from the recessed areas which is discussed in the report.

- 6.10 Berkshire Archaeology  
No comments received.
- 6.11 Economic Development Officer  
No comments received
- 6.12 Asset Management  
No comments received.
- 6.13 Sustainable Design and Construction  
No comments received.

## PART B: PLANNING APPRAISAL

- 7.0 **Policy Background**
- 7.1 National Planning Policy Framework and National Planning Policy Guidance:  
Chapter 2: Achieving Sustainable Development  
Chapter 4: Decision making  
Chapter 6: Building a Strong Competitive Economy  
Chapter 7: Ensuring the vitality of town centres  
Chapter 8: Promoting healthy and safe communities  
Chapter 9: Promoting sustainable transport  
Chapter 11: Making effective use of land  
Chapter 12: Achieving well-designed places

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

Chapter 15: Conserving and enhancing the natural environment

Chapter 16: Conserving and enhancing the historic environment

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

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.

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

7.4 Core Policy 1 - Spatial Vision and Strategic Objectives for Slough  
Core Policy 5 – Employment  
Core Policy 6 – Retail, Leisure and Community Facilities  
Core Policy 7 – Transport  
Core Policy 8 – Sustainability and the Environment  
Core Policy 9 – Natural and Built Environment  
Core Policy 10 - Infrastructure  
Core Policy 12 – Community safety

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

7.6 Policy S1 – Retail Hierarchy  
Policy S18 – Security Shutters  
Policy EN1 – Standard of Design  
Policy EN3 – Landscaping  
Policy EN5 – Design and Crime Prevention  
Policy T2 - Parking Restraint  
Policy T8 – Cycling Network and Facilities  
Policy T9 – Bus Network and Facilities

- 7.7 Other Relevant Documents/Guidance
- 7.8 Local Development Framework Site Allocations Development Plan Document  
Slough Borough Council Developer's Guide Parts 1-4  
Proposals Map 2010
- 7.9 Planning and Compulsory Purchase Act 2004
- 7.10 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 upon July 2019. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.
- The NPPF 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.
- 7.11 Emerging Preferred Spatial Strategy for the Local Plan for Slough
- 7.12 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.
- It is important that 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.
- 7.13 Interim Framework for the Centre of Slough
- 7.14 Slough Borough Council has produced an Interim Planning Framework for the Centre of Slough which comprises a "land use" framework which sets out how sites could come forward for development in a comprehensive way. The Framework seeks to bring together existing planning policy and practice in Slough as it currently applies to the town centre. It can be used to inform planning decisions but does not have the weight of planning policy. The Framework was considered at Planning Committee on the 31 July 2019 and members endorsed the approach taken in the strategy.

The Interim Framework promotes an “activity” led strategy which seeks to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough. It explains that the main elements for developing such a strategy are already in place. The centre can become a world class transport hub. It has the potential to be a thriving business area and can accommodate a large amount of new housing. It also recognises the aspiration to create a new cultural hub in Slough. All of these will generate the footfall and spending power that can be captured by a regenerated and revitalised shopping and leisure centre.

The Framework promotes the redevelopment of the Queensmere and Observatory shopping centres in a way which “rediscovered the High Street” and makes it the focal point. This means that new retail and leisure uses should front onto the High Street rather than looking inwards. It also proposes to create a new pedestrian street which links the High Street to the station via Mackenzie Square and Brunel Way. This will help to break down the barrier that is currently formed by amount of traffic on the A4 Wellington Street and start to knit the centre back together.

The Framework recognises that there is an important role for some “meanwhile” uses in the centre in order to maintain its vitality and viability.

The Framework sets out the broad principles for how the centre should look in terms of building heights, street patterns, key linkages and design quality. The Framework aims to direct development to key areas and sites and ensure new development is coordinated to ensure it ties in with transport objectives and contributes to an improved image of the town through good quality design and place-making.

The Framework indicates that support will be given towards a higher rise cluster on either side of the northern part of William Street and immediately south of the railway bridge (part of TVU and Octagon site). The Framework recommends that tall buildings should only be allowed if they are of the highest standard of design, improve the urban realm in particular the public spaces around the base and they do not have an adverse impact upon neighbouring uses. It is also important that they provide high quality living standards for their residents and in particular address air quality issues. This may require tall buildings to be set back a significant distance from the edge of street. The Framework provides further specific design guidance for tall buildings.

## 8.0 **Planning Assessment**

8.1 The planning considerations for this proposal are:

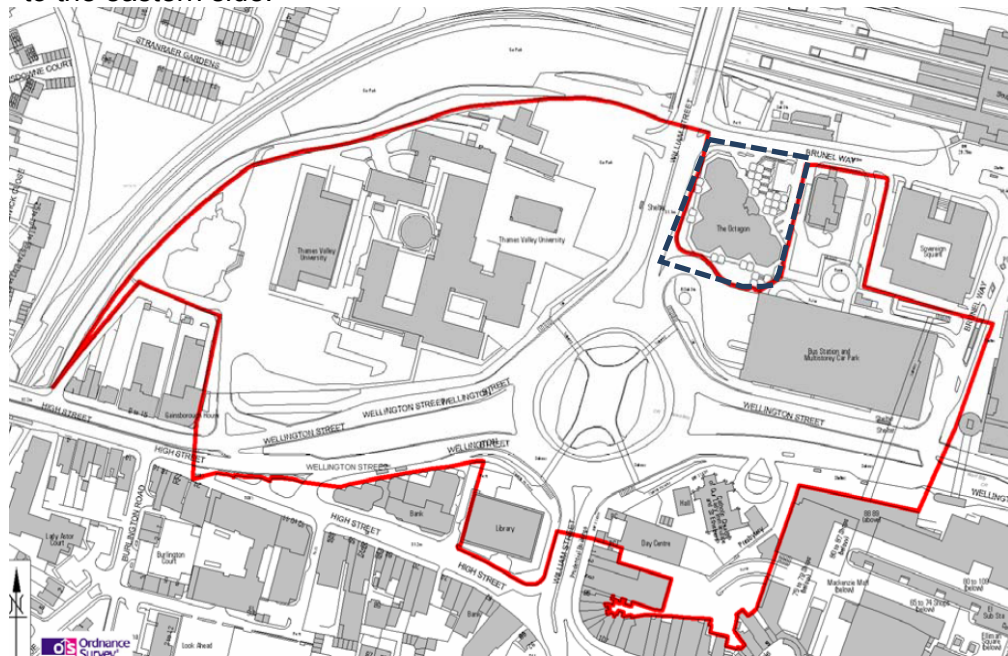
- Principle of development
- Highways Impact
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Noise impacts
- Air quality

- Heritage impacts
- Crime prevention/Secured by Design
- Sustainable design and construction
- Ecology
- Drainage Impacts
- S106 requirements

9.0 **Principle of development**

9.1 The site comprises part of the Future Works site. The site was allocated for office led development s part of the Heart of Slough Masterplan. The site already benefits from planning permission on part of the site for office development. One building has already been constructed and occupied on the site (known as 2tfw) and the eastern part of the site has outstanding planning permission for an office building that is 14 storeys in height.

9.2 The Heart of Slough proposes comprehensive regeneration for residential, offices, hotel, bus station, library, retail, restaurants and cafes, drinking establishments, education, leisure, associated changes to the road network, improvements to the public realm and parking. The plan below shows that the application site is fully within the masterplan area, located to the eastern side.



9.3 The development site has also been identified within the Interim Planning Framework (July 2019) as falling within the new proposed business quarter. The proposed development would be compliant with this designation.

9.4 The principles of the proposals are compatible with the Core Strategy Core Policy 1 (Spatial Strategy) which states that intensive trip generating uses including business, retail and leisure should be located in Slough town centre.

- 9.5 The principle of development is also established through the consenting of the original hybrid application for the site which has resulted in the construction of Building 2. As this permission was lawfully implemented it remains extant.
- 9.6 On the basis of the points made above the proposed development is considered to be acceptable in principle and is considered to be a significantly important town centre site.
- 10.0 **Highways considerations**
- 10.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 10.2 3TFW will be accessed off William Street utilising the existing access to the bus station and will turn into the basement car park without compromising the functioning of the bus station. 1TFW will be accessed by using the existing access ramp to the basement used by the existing building which is off Brunel Way. The access arrangements are considered to be acceptable although it is noted that here is a slight concern over potential of waiting traffic on William Street and interference with traffic movements but it is determined that this can be addressed by extending the box junction. This will need to be pad for by the applicant and can be secured as part of the S106 agreement.
- 10.3 Vehicle parking numbers are considered acceptable for a Town Centre location and the parking arrangement includes accessible spaces. There are also no objections to the cycle parking arrangements.
- 10.4 Servicing and Delivery arrangements are set out in a submitted strategy. The arrangements for 3TFW and the existing building will be by way of a dedicated service area accessed of William Street and can be managed to not clash with bus movements. The arrangements for 1TFW is to utilise and existing layby on Brunel Way. This arrangement is acceptable in principle but the details submitted raise questions over whether or not the layby can be safely accessed and egressed by a service vehicle. At the time of drafting this report the applicant has been requested to provide further clarification in this respect.

- 10.5 The layby on Brunel Way also has a EV Charging Station located on it. This use would clash with the servicing arrangements of the development. It is proposed that this will be removed from this location as part of future public realm works but currently provides an accessible location for public charging. There is not objection to the relocation of the charger but it will be necessary for the applicant to make a S106 contribution towards its relocation and this is set out in para 20.2.
- 10.6 Due to the operation of the bus station and access to the train station, along with general traffic volumes in the area, it is important to ensure the construction phase does not adversely affect traffic. The applicant submitted a construction management plan with the application but greater detail will be required and therefore a condition is included for a Construction Traffic Management Plan that will address this.
- 10.6 Due to the sustainable location it is necessary that a travel plan will be implemented for both buildings. This would be secured by S106 along with a monitoring fee required in accordance with the developer's guide. A framework travel plan was submitted with the application which shows that the applicant is committed to this.
- 10.7 On the basis of the considerations above there are no objections in Highways terms, subject to the additional clarification on the servicing bay arrangements. Assuming this is addressed the development is not considered to have a significant adverse impact on the highway network.
- 11.0 **Impact on the character and appearance of the area**
- 11.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2
- 11.2 The proposed development was subject to pre-application discussions as well as discussions as part of the application process which has seen the design of the scheme evolve from its initial inception. When comparing to the original hybrid permission for the site it is clear that the design has moved away from a development of 3 inter-relating buildings. The applicant's have stated from the outset that the buildings are proposed to establish their own identity. This is considered to be acceptable in principle but it does not negate any requirement to propose development that is acceptable in terms of its impact on the character of the area, particularly given the prominence of the application site in the public realm and relationship to the setting of the listed buildings in particular St Ethelberts Church. In this respect the Local Planning Authority must 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 same applies to the other listed buildings but given the comments of the Council's Conservation Officer, those are to a lesser degree.

- 11.3 In respect of the scale of the development proposed the policy guidance encourages tall buildings on the application site. The buildings as proposed sit at 11 Storeys for 3TFW and 12 Storeys for 1TFW although overall scale is determined by internal floor to ceiling heights. The scales of the building proposed would ensure they are a prominent feature in the streetscene. Importantly the height of the buildings proposed shows that there would be a relationship with the existing building and the three as a row. The highest points of each of the proposal have a visual relationship with the existing building and although the roofs are not in the same style as the existing building (as was originally indicated in the original hybrid application) they respect the existing roof form and use it in determining the height of the buildings proposed.
- 11.4 In respect of the surrounding area it is noted that the proposed buildings would be higher than the Porter Building to the north and the forthcoming building on the former Octagon site, also to the north. The difference in height is not considered to be a significant issue for this proposal as the Future Works site was intended to be developed to provide prominent buildings in the streetscene. It is also noted that the scale of the building in this proposal are not as high as the scale of building shown on the previous hybrid application scheme. The reduction in general scale for this current application serves to help establish a better relationship with the other building adjacent to the site.
- 11.5 In terms of footprint the two proposed building are designed to reflect the footprint of the existing building. The siting of the building provide appropriate rhythm between the building and suitable spacing which results in the buildings having a visual inter-relationship as well as retaining their individual character.
- 11.6 In respect of individual design, Building 1TFW has been designed as a building that addresses a frontage on all four elevations. The ground floor provides the entrance lobbies and circulation space along with 3no ancillary units that would be occupied by ancillary uses such as a café. The plate of the upper floors overhang the ground floor area providing cantilever coverings which have been implemented into part of the public realm proposals. Additional information was provided to give greater clarity into the ground floor elevation treatment onto Brunel Way as there is an extent of blank frontage to this elevation. The details show this area to be addressed by adding variation in the elevation treatment which reduces the impact of this
- 11.7 The upper floors are proposed with glazing creating a vertical emphasis which is offset by a strong frame character that provides a horizontal balance. The windows arrangements are comparable to the existing windows at the existing building. The roof of the building will provide a terrace garden for employees. A design feature of this building is the inclusion of corner garden areas on the elevations. The inclusion of these features provides a unique addition to the building and contributes to the



building as a high-quality design.

- 11.8 The other building 3TFW, is proposed with its principal frontages focused on Wellington Road and the adjacent office building, 2TFW. There are no active frontages to the north and east to accommodate the proposed car park area. It is not intended to encourage activity in these parts due to there being clashes with bus station traffic and to reflect the Council's goal to prioritise pedestrian activity to Brunel Way rather than Stoke Road.
- 11.9 The elevational treatment of this building also creates a vertical emphasis through the glazing arrangements and includes a roof terrace for part of its roof area.
- 11.10 As with the other building, there is an element of the ground floor façade that would create an inactive frontage to Wellington Street which will be prominent. The applicant has, throughout the course of the application, sought to address this issue with solutions including art-based elevation treatment to generate visual interest at street level. On the basis of the information submitted with the application it is considered that a suitable solution can be achieved for the street level elevation. In order to ensure it is achieved it is proposed to include a condition requiring detailed approval of the elevation treatment.
- 11.11 The proposal for 3TFW also includes the erection of a single storey pavilion building in between this building and the existing office building. This is designed to provide a café type unit as part of the public realm area between the two that is also directly accessible to the offices. The building will also hold the bin stores to the rear and will acts to screen the servicing arrangements for the building which are also to the rear.
- 11.12 The development also proposed significant works to the curtilage areas of the site that will become part of the public realm. The proposal include a balanced scheme of hard and soft landscaping that seek to enhance the area. No objections have been raised to the landscaping proposals which are considered in details further in this report.
- 11.13 On the basis of the considerations above it is acknowledged that the applicant has worked openly and proactively with the Council to achieve a high-quality design solution for the Future Works Site. The proposed development will enhance the area to the benefit of the town. Further considerations on the impact of the development are to follow for matters such as heritage and landscape however, the individual design merit of the proposal are considered to adhere to Policies EN1 and EN2 of the Local Plan for Slough March 2004, Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the NPPF 2012.

12.0 **Impact on amenity of neighbouring occupiers**

12.1 The National Planning Policy Framework encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

12.2 Considering the location of the application site it is noted that there are no adjacent neighbouring residents and therefore no impacts to consider.

12.3 The impact on neighbouring residents will therefore be through a change in visual outlook through the construction of the two buildings. The site is located in the town centre in a location that includes other taller buildings. The introduction of the buildings proposed in this application will sit taller than the buildings around it but it will still generally be seen in the context of others and not isolated. The impact on views from neighbouring residents would be negligible in terms of the extent to which it affects neighbouring amenity.

12.4 For the reasons described above the proposal is considered to be acceptable in light of this impact and Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

13.0 **Noise Impacts**

13.1 Paragraph 170 of the NPPF 2019 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

“preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. ...”

13.2 Additional information was requested from the Environmental Quality Officer and duly submitted for consideration. The information submitted demonstrates that suitable noise levels can be achieved for users of the building. It is necessary to require a condition that would give details of the proposed glazing installations so that it can be demonstrated that they provide suitable insulation levels from noise impacts.

13.3 The application does not provide any details of plant and equipment to be installed to serve the proposed uses. These installations have the potential to create noise impacts for users and people in the vicinity and therefore a condition would also be required to ensure details of installations are provided to the Council so that they can be assessed to ensure they emit appropriate noise levels for the area.

13.4 Subject to the two conditions referred to above, the proposed development is not considered to have any adverse noise impact on the area and is considered to be able to provide suitable working and visiting environments in respect of noise mitigation and is therefore acceptable in light of policy 8 of the Core Strategy 2006-2026.

14.0 **Air Quality**

14.1 Paragraph 170 of the NPPF 2019 states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

“preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality...”

14.2 Additional information was requested from the Environmental Quality Officer and duly submitted for consideration. The site lies partly within an existing Air Quality Management Area (AQMA) and while the report concludes that there will be an insignificant impact on the area however it is acknowledged that there will be an increase in vehicle emissions on the roads within the management area. It is a requirement of being in the AQMA area that there is a reduction in emissions and while not a significant increase, a reduction would not be achieved and therefore mitigation is required.

14.3 The application has proposed some mitigation in proposing 15% of the proposed parking spaces will have electric vehicle charging provision. This can be secured by condition but it is also considered reasonable to require the development to have the infrastructure in place to enable the ability for all parking spaces to have electrical charging point in the future. This is a proposal that has been required of the former Octagon site to the immediate north and is considered necessary for this development as well.

14.4 Further mitigation has been requested in the form of Section 106 contributions for the electrification of buses in the town and for the provision of 2no car club space in a separate town centre location. These are requested in line with the Low Emissions Strategy and are considered to be necessary and reasonable requests. Amounts are detailed in Para 20.2 of this report.

14.5 Finally it is necessary to ensure there is no adverse impact on air quality during the construction phase of the development and therefore a condition is required to ensure the applicant submits a Construction Environmental Management Plan that demonstrates how the construction phase will not have an adverse effect.

14.6 The proposed development is not considered to have a significant adverse impact on air quality and the proposed conditions and s106 contributions are considered to mitigate against the impacts that will be apparent.

15.0 **Heritage Impacts**

15.1 Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 provides that in considering whether to grant permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. As a consequence, the desirability of preservation must be given considerable importance and weight in the decision making process.

15.2 Paragraph 190 of the NPPF 2019 states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

15.3 Paragraph 193 of the NPPF 2019 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance

15.4 Paragraph 194 of the NPPF 2019 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

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

15.5 Paragraph 196 of the NPPF 2019 states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".

15.6 The heritage assets in this case have been identified as:-

To the south of the Site, on the opposite side of Wellington Street, is the Grade II listed Church of Our Lady Immaculate and St Ethelbert and adjacent Grade II listed St Ethelbert's Presbytery.

There are three Grade II listed buildings/structures associated with Slough Station to the north.

In the wider surroundings there are a number of heritage assets, including listed buildings, locally listed buildings and conservation areas.

Located approximately 3km south of the Site is Windsor Castle (Grade I and Scheduled Monument) and approximately 7.5km south of the Site is the King George III Statue (Grade I) in Windsor Castle Great Park. Due to the raised topography of Windsor, particularly within Windsor Castle and Home Park, the settings of these heritage assets incorporate the Slough skyline, which features the site.

The setting of St Ethelbert's church is the asset which is most likely to be impacted due to the proximity of the site to the church.

The proposal has been assessed by the Conservation Consultant and it was identified that there would be an impact on the setting of St Ethelbert's Church to the south and concludes:

*'...the setting will be harmed slightly due to a further reduction in visual significance and that its prominence in local views and landmark character would be eroded... However, this harm is considered to be less than substantial and BEAMS is mindful of the existing outline consent and masterplan proposals.'*

15.7 It is acknowledged that there would be an impact on the setting of the building that would cause harm that is less than substantial. The introduction of 2 additional buildings would further erode the setting of the building however the development proposed here is less in scale than previously approved in the original hybrid application which therefore means there is an existing consent that has a greater impact.

15.8 The Church is separated from the application site by Wellington Street which acts to ensure it has a prominent presence in the public realm.

15.9 The NPPF requires a balance of less than substantial harm against the public benefits of a proposal. In this case the development to a prominent town centre site to provide employment opportunities is considered to be a public benefit that would outweigh the impact on the setting of the listed building.

15.10 The proposal is not considered to harm the setting of the buildings at Slough railway station and BEAMS agree with the findings of the heritage statement in relation to impact upon other designated heritage assets considered within that report.

In terms of the impact upon the setting of Windsor Castle (in views from Copper Horse) it seems as if the proposal will not 'break the skyline' and will therefore blend with the existing built form locally.

15.11 Historic England have also considered the application, including the impact on the setting of Windsor Castle and raised no objections.

15.12 The proposed development is not considered to result in a significantly adverse impact on designated heritage assets that would outweigh the public benefits of the scheme and it is therefore considered acceptable in light of Policy 9 of the Core Strategy and the advice of the NPPF.

#### 16.0 **Crime Prevention/Secured by Design**

16.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.

16.2 The Crime Prevention Design advisor has reviewed the proposal and is content with the proposals and responses made. There is a single outstanding matter relating to the pavilion building and the risk that its current design creates recessed areas that could give rise to anti-social behaviour. The CPDA has requested that this element of the scheme be revised but the applicant has responded to advise that the external area will be lit and monitored by CCTV via the reception area. They add that there is also a possibility that this area will be closed off in the evening and this strategy would be developed along with detailed landscaping.

16.3 The concerns raised are considered to be reasonable and it is important that public realm areas do not create potential for anti social behaviour. It is considered that a management strategy of this area and the wider application site can address the concerns. Therefore a condition that would sit alongside other landscaping conditions will be added that requires a solution to the management of the public realm, particularly between 3tfw and 1tfw, to remove risks of anti-social behaviour.

16.4 Therefore the application is considered acceptable in terms of crime prevention and providing a safe and accessible environment and the comments from the Crime Prevention and Design Advisor can be addressed and implemented at the secure by design accreditation stages which would be required by way of condition as well as a separate condition for glazing.

## **17.0 Sustainable design and construction**

- 17.1 The application was accompanied with a Sustainability BREEAM Statement and an Energy Statement. The BREEAM statement conduct a pre-assessment of the proposal which has concluded that the development would seek to achieve a BREEAM rating of 'Excellent'. Policy 8 of the Core Strategy requires developments in the Borough to be sustainable, high quality design, improve the quality of the environment and address the impact of climate change. Achieving a BREEAM rating of 'Excellent' would align the scheme to this policy goal.
- 17.2 The proposed energy strategy is centred on implementing energy efficient fabric of the construction of the buildings proposed and utilising air source heat pumps to provide heating and hot water to the buildings. The assessment determines that this would result in carbon dioxide emissions saving of 29% of 1tfw and 25% of 3tfw.
- 17.3 The use of air source heat pumps on the development is considered to be acceptable in light of the requirements of Core Policy 8 and the fabric first approach to reducing energy consumption results in reductions that are also acceptable.
- 17.4 The application is therefore considered to be acceptable in this respect and an appropriately worded condition will be required to ensure implementation is carried out as proposed.

## **18.0 Ecology**

- 18.1 Paragraph 17 of the NPPF 2019 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 18.2 The application was accompanied with an ecology assessment. It is noted the existing site offers very little ecological value and the landscaping proposals give an opportunity to demonstrate a net gain in biodiversity.
- 18.3 The proposal are therefore considered to be acceptable in respect of Ecology and a condition can be included to ensure net gains in biodiversity are achieved.

## **19.0 Flooding and Drainage Impacts**

- 19.1 A Ministerial Statement from December 2014 confirms the Governments commitment to protecting people from flood risk. This statement was as a result of an independent review into the causes of the 2007 flood which

concluded that sustainable drainage systems (SuDS) were an effective way to reduce the risk of “flash flooding”. Such flooding occurs then rainwater rapidly flows into the public sewerage and drainage system which then causes overloading and back up of water to the surface.

- 19.2 Both Core Strategy Policy 8 and paragraphs 155 and 163 of the NPPF 2019 require development to be directed away from areas at highest risk off flooding and to ensure flood risk is not increased elsewhere. Paragraph 165 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The Government has set out minimum standards for the operation of SuDS and expects there to be controls in place for ongoing maintenance over the lifetime of the development.
- 19.3 A Flood Risk Assessment and Drainage Strategy have been submitted with the application. The site lies within Flood Zone 1 where there is a less than 0.1% (1 in 1000) chance of tidal/fluvial flooding. The site is at very low risk of fluvial and low risk of surface water flooding
- 19.4 Surface water will be drained via rainwater goods into attenuation tanks located below ground. There are also roof gardens that will help with drainage. The applicant confirms the drainage network is designed to for a 1:100 return.
- 19.5 The proposed foul drainage solution it to discharge into the mains sewer and the applicant acknowledges that additional modelling is required to determine capacity.
- 19.6 The Lead Local Flood Authority raised no objections to the surface water drainage proposals. Thames Water has acknowledged that additional work is required in respect of foul drainage and there are conditions proposed to accommodate this. There are no objections to the drainage proposals in spite of the additional modelling required and therefore it is considered that, in principle, there will be suitable foul drainage infrastructure to accommodate the development.
- 19.7 On the basis of the considerations above there are no objections to drainage proposals subject to the conditions included in the recommendation.

## **20.0 Infrastructure Requirements/Section 106**

- 20.1 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. The following Section 106 contributions have been sought.



20.2

Highways/Transport	<ul style="list-style-type: none"> <li>• Implementation of traffic regulation orders (prior to commencement)(amount to be confirmed)</li> <li>• £6,000 Travel Plan contribution - prior to occupation;</li> <li>• Travel Plan (submitted prior to occupation or within 6 months of first occupation);</li> </ul>
Env Quality/Low Emissions Strategy	<ul style="list-style-type: none"> <li>• £150,000 contribution towards bus EV infrastructure;</li> <li>• £89,500 contribution towards relocated Rapid Charger Infrastructure</li> <li>• £100,000 towards two car club bays in a town centre location.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>• £52,200 towards planting 87 trees works to be supplied, planted and maintained by Slough Borough Council at £600.00 per tree.</li> </ul>

21.0

**Conditions**

21.1

The recommendation in the next section include a number of conditions that would be subject to the grant of any permission should Members resolve to do so. A noteworthy point with this is that the applicant has requested that there is an implementation period of 5 years rather than the legislation prescribed standard of 3 years. This is due to the need for there to be discussions with the statutory electricity undertaker over the availability of power for the development. Due to a number of data centres potentially establishing in Slough the availability of power for this development is a matter for the applicant to pursue. In light of the reasons given it is considered that, as an exception, an extended implementation period can be agreed.

21.2

Otherwise, conditions have been drafted to allow for a phased approach to development. This means that not all details for the entire scheme is required at the same time and would allow for one building to come forward for construction without the other.

22.0

**PART C: RECOMMENDATION**

22.1

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

A. Approval subject to:

- (i) the satisfactory completion of a Section 106 Agreement to secure financial contributions towards sustainable transport improvements including electrical vehicle infrastructure in the town centre, car club spaces, the relocation of an existing EV charger, public realm and landscaping enhancements and provision of Travel Plan and Section 278 highways/access works;
- (ii) finalising conditions and any other minor changes; OR

B. Refuse the application if the completion of the Section 106 Agreement is not finalised by 13 April 2021 unless a longer period is agreed by the Planning Manager in consultation with the Chair of the Planning Committee.

CONDITIONS:

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

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

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

- Drawing No. 6261 SRA 00 00 DR A 02 100 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 00 00 DR A 02 101 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 00 00 DR A 02 102 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 00 00 DR A 02 110 Rev P02, Dated 02/10/2020, Recd On 13/10/2020y
- Drawing No. 6261 SRA 00 00 DR A 02 111 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA XX XX DR A 02 310 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 0B DR A 02 099 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 00 DR A 02 100 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 01 DR A 02 101 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 02 DR A 02 102 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 03 DR A 02 103 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 04 DR A 02 104 Rev P04, Dated 02/10/2020, Recd On 13/10/2020

- Drawing No. 6261 SRA 01 05 DR A 02 105 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 06 DR A 02 106 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 07 DR A 02 107 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 08 DR A 02 108 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 09 DR A 02 109 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 10 DR A 02 110 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 11 DR A 02 111 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 12 DR A 02 112 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 200 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 201 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 202 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 203 Rev P06, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 300 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 301 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 400 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 401 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 402 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SRA 01 XX DR A 02 403 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 B2 DR A 02 098 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 B1 DR A 02 099 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 00 DR A 02 100 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 00 DR A 02 101 Rev P07, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 01 DR A 02 102 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 02 DR A 02 103 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 03 DR A 02 104 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 04 DR A 02 105 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 05 DR A 02 106 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 06 DR A 02 107 Rev P04, Dated

- 02/10/2020, Recd On 13/10/2020
- Drawing No. 6261 SR 03 07 DR A 02 108 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 08 DR A 02 109 Rev P03, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 09 DR A 02 110 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 10 DR A 02 111 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 11 DR A 02 112 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 200 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 201 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 202 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 203 Rev P05, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 300 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 301 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 400 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 401 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 402 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 403 Rev P04, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 00 DR A 02 500 Rev P02, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 RF DR A 02 501 Rev P02, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 502 Rev P02, Dated 02/10/2020, Recd On 13/10/2020
  - Drawing No. 6261 SR 03 XX DR A 02 503 Rev P02, Dated 02/10/2020, Recd On 13/10/2020
  - Delivery and Servicing Plan by Ramboll dated 07/10/2020, Recd On 13/10/2020
  - Arboricultural Impact Assessment by AECOM dated 01/10/2020, Recd on 13/10/2020
  - Energy Statement by AECOM dated September 2002, Recd on 13/10/2020
  - Sustainability BREEAM Assessment by AECOM dated 01/10/2020, Recd on 13/10/2020

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

3. No development shall take place until details have been submitted to and improved in writing of a phasing plan detailing the phasing for

1TFW and 3TFW, to include associated landscaping. The Development shall be implemented in accordance with the approved phasing details.

REASON: For the avoidance of doubt and to define the planning permission.

4. Pursuant to Condition 3, prior to completion of the structural frame of the building within a phase, full façade construction details, including glazing, with commensurate composite sound insulation performance predictions of the building in that phase particular building, shall have been submitted to and approved in writing by the local planning authority. The approved details shall show that internal noise levels shall comply with the recommendations of the noise assessment (AECOM, October 2020) and shall achieve the standard of sound level reduction required therein. The details shall be implemented as approved.

REASON: In the interest of protecting amenity and to reduce noise pollution, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework

5. Pursuant to Condition 3, no development within a phase shall take place until details of the facing materials, including paint colours, glazed facades, and aluminium framing to be used on all external facades and roofs of the buildings to which the details relate, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall be displayed on site for inspection prior to works commencing on the relevant part of the development. No part of the development shall be used or occupied prior to the implementation of the approved details for the relevant building/phase. The development shall be carried out strictly in accordance with the approved details.

REASON: To ensure a satisfactory external appearance of the development and to respect the setting of nearby listed buildings in accordance with Policies EN1 and EN17 of the Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

6. Pursuant to Condition 3 and notwithstanding the information in the approved plans, none of the ground floor areas of a building within a phase shall be occupied until detailed drawings (plans, sections and elevations) at a scale of 1:50 of the shopfronts and signage zones located have been submitted to and approved by the Local Planning Authority in writing. The works shall be carried out in accordance with the approved plans, prior to first occupation of the relevant ground floor area/unit.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy

2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

7. The flexible retail/commercial; units hereby approved shall operate only between 06:30 hours and 23:00 hours, from Monday to Thursday; between 06:30 hours and 00:00 hours on Fridays and on Saturdays; and between 07:00 hours to 22:30 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).

8. Pursuant to Condition 3, prior to the completion of the structural frame of the relevant building, a detailed hard and soft landscaping and tree planting scheme shall have been submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs for the relevant phase.

The approved scheme shall be carried out no later than the first planting season following completion of the relevant phase. 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.

9. Pursuant to Condition 3 a Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas within the relevant phase shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the relevant phase of development or in accordance with a programme to be agreed as part of the Landscape Management Plan . The Landscape Management Plan(s) shall be carried out as approved.

REASON In the interests of the visual amenity of the area, to ensure replacement trees are planted/replanted and to ensure a high quality public realm and open spaces in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

10. Prior to first occupation of the development hereby approved, details of ecological enhancements as recommended within the Section 6 of the Ecological assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme no later than the first planting season following completion of the relevant phase development and shall be permanently retained and maintained thereafter.

REASON: To ensure the development delivers a net gain in biodiversity in accordance with the National Planning Policy Framework (2019).

11. No building hereby approved shall be occupied until confirmation has been provided that either:-

1. Capacity in the wastewater network exists off site to serve the development or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan or
3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

12. Pursuant to condition 3, prior to first occupation of a phase of development a refuse management strategy ('the strategy') to be used by the management company for the transfer of waste/recycling bins to collection points and the collection of bins for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The waste/recycling storage facilities shall be provided in accordance with the approved drawings, prior to first occupation of the relevant phase of development, 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).

13. Pursuant to Condition 3, neither building hereby approved shall be occupied until evidence has been submitted to and approved in writing by the Local Planning Authority to demonstrate how Secure by Design requirements have been achieved for the relevant phase of development. The evidence shall be submitted and approved in writing

by the Local Planning Authority, prior to first occupation of the relevant phase of development. The Evidence shall include details and specifications of any laminated glazing and curtain wall structures to the ground floor retail/café/restaurant windows that are adjacent to public seating areas and details of any proposed CCTV equipment on the building to which the intended occupation relates. The relevant phase of development shall be carried out in accordance with the approved measures , prior to first occupation of the relevant phase of development. 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).

14. The cycle parking racks and storage facilities within the development shall be provided in accordance with the approved plans. The cycle facilities for each building shall be implemented prior to the occupation of that building 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 3 (2008) and the National Planning Policy Framework (2019).

15. Pursuant to Condition 3, prior to occupation of a building within a phase hereby approved, details of a Whole Life Management and Maintenance Scheme for the Surface Water Drainage Scheme measures for the building to which the details relate shall be submitted to and approved in writing by the Local Planning Authority. The Whole Life Management and Maintenance Scheme shall be implemented in accordance with the approved details prior to first occupation of the relevant building 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).

16. The proposed energy efficiency and low carbon measures incorporated within the development shall be carried out in accordance with the Energy Statement from AECOM reference 60627616 (dated September 2020) which calculates the reduction in annual CO2 emissions to 136.9 tonnes corresponding to a reduction across the site of 29% for 1TFW and 65.3 tonnes corresponding to a reduction across



the site of 25% over Building Regulations 2013 Part L and associated Approved Documents. Neither building shall be used or first occupied (other than for construction purposes) until it's relevant works to achieve the reductions have been carried out in accordance with the approved details and shall be retained for the lifetime of the relevant part 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 (2006-2026) and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2019).

17. Within 3 months of final occupation of the café/restaurant and/or offices within the relevant building phase, evidence shall be submitted that the renewable energy technologies and sustainable design and energy efficiency measures set out in the approved energy statement and Pre-BREEAM Assessments, as approved above have been implemented in accordance with the approved details for the relevant building which confirm a BREEAM 'Excellent' for the office uses and BREEAM 'Very Good' for retail uses can be achieved.

REASON: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policy 8 of the Core Strategy (2006-2026) and the National Planning Policy Framework (2019).

18. Pursuant to Condition 3, prior to the completion of the structural frame of the building within each relevant phase hereby approved, details of green roofs, roof terraces and terrace gardens, including planting and maintenance schedules, and ecological enhancement measures for the relevant building shall be submitted to and approved in writing by the Local Planning Authority. The green roofs shall be laid out on the relevant building, prior to the first planting season following completion of the relevant phase in accordance with the details as approved. The green roofs shall be permanently retained thereafter.

REASON: To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with policy 8 of the 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).

19. Pursuant to Condition 3, no development within a phase shall take place until a Construction Management Plan for the works associated with that building has been submitted to and approved in writing by the local planning authority, which shall include the following details:

- Programme of construction works, including start and end date for each phase of construction.
- Working Hours
- Method for checking operational, vehicle and driver compliance with relevant laws.
- Access routes for heavy construction traffic
- Construction access and egress points
- Schedule for site traffic movements

- Traffic marshalling
- Waiting arrangements for when loading area is unavailable
- Wheel washing
- Communication with local businesses
- Scaled drawing of construction site set up
- provision to be made to accommodate all site operatives'
- non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance.

The Plan shall thereafter be implemented as approved before development within that phase 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 (2006-2026) and the National Planning Policy Framework (2019).

20. Pursuant to Condition 3, no development within a phase shall begin until details of a scheme (Construction and Environmental Management Plan) to control the environmental effects of construction work for that particular building 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

The development of the relevant phase 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).

21. Pursuant to Condition 3, no piling shall take place within a phase 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 within that phase, 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 for that phase.

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).

22. The development shall not be occupied until confirmation has been

provided that either:-

1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

23. Pursuant to Condition 3, prior to first occupation of any commercial use within the relevant phase of Development, a site servicing strategy or Delivery and Servicing Plan (DSP) for that use/occupier including vehicle tracking, for the relevant phase of Development shall be submitted to and approved in writing by the Council. The DSP shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant phase of development. The approved measures shall be implemented and thereafter retained for the lifetime of the commercial uses in the relevant phase of development.

REASON: In order to ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2019).

24. Pursuant to Condition 3, no development shall take place until details have been submitted to and approved in writing by the Local Planning Authority that show a minimum of 15% of the parking spaces hereby approved within each phase as having electric vehicle charging points. The EV charging points must have at least a 'Type 2' sockets, and be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The number of EV charging points required at first occupation of the development must meet at least 50% of the agreed EV charging provision, with the remainder of the EV chargers being installed at an agreed date. At least 1 charging unit should be provided for within the accessible parking spaces. The Electric Vehicle charging points shall be constructed to be fully operational and made available for use prior to occupation of the offices. The Electric Vehicle charging bays shall be retained in good working order at all times in the future.

REASON: To provide mitigation towards the impacts on the adjacent

Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

25. Notwithstanding the Electric Vehicle charging bays required by Condition 25, a Passive Electric Vehicle Charging Report shall be submitted to the local authority for approval in writing detailing how infrastructure capacity to power 100 percent of the parking provision for future Electric Vehicles could be delivered, post occupation of the development. The report shall comprise evidence of the physical equipment, alterations to the car parking area and buildings and any subterranean works required to convert passive Electric Vehicle charger spaces to active spaces along with the required power supply necessary to support the Electric Vehicle chargers. The report shall be submitted to the local planning authority prior to commencement of any development work. The future conversion of passive Electric Vehicle spaces to active spaces shall be carried out in accordance with the approved Passive Electric Vehicle Charging Report for the lifetime of the development.

REASON: To provide mitigation towards the impacts on the adjacent Air Quality Management Area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework 2019.

26. No construction shall take place within 5m of the water main. No development shall take place until details have been submitted and approved in writing by the Local Planning Authority of Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure and has the potential to impact on local underground water utility infrastructure.

27. Pursuant to Condition 3, prior to the completion of the structural frame of the relevant building, full façade construction details, including glazing, with commensurate composite sound insulation performance predictions of that particular building, shall have been submitted to and approved in writing by the local planning authority. The approved details shall show that internal noise levels shall comply with the recommendations of the noise assessment (AECOM, October 2020) and shall achieve the standard of sound level reduction required therein.

REASON: In the interest of protecting amenity and to reduce noise pollution, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008 and the National Planning Policy Framework.

28. Pursuant to Condition 3, prior to commencement of the relevant above ground works (excluding demolition and site investigation) on the relevant phase of the Development details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system for that development shall be submitted to and approved in writing by the Local Planning Authority, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to occupation of the associated use within each phase of development and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that nearby premises are not unduly affected by odour and disturbance in the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2019).

29. 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 offices and café/restaurants and the external amenity/balconies and terraces.

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).

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

31. 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 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 unless express planning permission is granted by the Local Planning Authority.

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

32. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 or any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order and 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 changes of use of any part of the building are permitted unless express planning permission is granted by the Local Planning Authority.

REASON: 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).

33. The window glass of any ground floor shopfront hereby approved shall be clear and shall not be mirrored, tinted or otherwise obscured and shall be permanently retained as such unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework (2019).

34. Pursuant to Condition 3, prior to completion of the structural frame of the relevant building in a phase, details of specifications of the proposed glazing that encloses and defines the public open space hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include assessment into impacts from flying hazards and other Health and Safety considerations. The works shall be carried out in accordance with the approved details for each relevant part of the development and thereafter be retained and any replacement glazing will be installed to the same approved specification.

REASON: To ensure glazing installations are safe and durable as part of the public realm 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).

35. Notwithstanding the approved Geotechnical and Contamination Report, no works shall commence within the relevant phase until an

Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority for that phase. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA 665 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed for the relevant phase.

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

36. Pursuant to Condition 3, development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for for that phase of the development site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Geotechnical and Contamination Report), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works for the relevant phase. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority for the relevant phase. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

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

37. Pursuant to Condition 3, no development within the relevant phase 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 for the relevant phase, as approved pursuant to the Site Specific Remediation Strategy

condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

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

38. Notwithstanding the details in the approved plans, prior to the completion of the structural frame details shall have been submitted to and approved in writing of the proposed eastern elevational treatment of the ground floor of building 1TFW. The details shall include details of the proposed external facing materials for the elevation and the works shall be carried out in accordance with the approved details and thereafter be retained.

REASONS: The elevation as proposed accommodates servicing and back of house areas for 1TFW and details are required to ensure the elevation achieves high quality design in a public realm location in the interests of Policy 8 of the Core Strategy 2006-2026 and saved policies EN1 and EN2 of the Local Plan.

39. Notwithstanding the details in the approved plans, prior to the completion of the structural frame details shall have been submitted to and approved in writing of the proposed southern and western elevational treatment of the ground floor of Building 3TFW. The details shall include details of the proposed external facing materials for the elevation and the works shall be carried out in accordance with the approved details and thereafter be retained.

REASONS: The elevation as proposed is on a prominent public corner and has no active frontage and therefore requires a high quality proposal that delivers visual interest in a public realm location in the interests of Policy 8 of the Core Strategy 2006-2026 and saved policies EN1 and EN2 of the Local Plan.